

FINAL

CITY OF BERKELEY

RESIDENTIAL PERMIT PARKING PROGRAM

ENVIRONMENTAL IMPACT REPORT

SCH# 88040516

Draft EIR Publication Date: June 28, 1988

Draft EIR Public Hearing Date: July 12, 1988

Draft EIR Public Comment Period: June 28, 1988 thru July 28, 1988

EIR Certification Date: September 27, 1988

City Council Resolution No. 54,491-N.S.

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BERKELEY RESIDENTIAL PERMIT PARKING PROGRAM (RPPP)
FINAL ENVIRONMENTAL IMPACT REPORT

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I. INTRODUCTION

A. PURPOSE AND CONTENTS OF EIR

- This Final Environmental Impact Report (EIR) has been prepared to provide an evaluation of likely effects that would result from the extension of the implementation of the City of Berkeley's existing Residential Permit Parking (RPP) ordinance to new areas. The "doughnut" area would encompass the blocks that generally encircle the University of California campus and the downtown area. This EIR also identifies mitigation measures that would reduce or eliminate adverse impacts.

The proposed expansion of the RPP program is analyzed by means of a program EIR, in accordance with California Environmental Quality Act (CEQA) guidelines. The implementation of additional individual RPP areas under the enabling ordinance is treated as a single project because the series of actions are related (1) geographically, (2) as logical parts in a chain of contemplated actions, (3) in connection with issuance of an implementation plan to govern the conduct of the continuing program, and (4) under the same regulatory authority; and have similar environmental effects that can be mitigated with similar measures./1/

Advantages of a program EIR include ensuring analysis of cumulative impacts, avoiding duplicative reconsideration of basic policy issues, and providing for a more thorough consideration of effects and alternatives than would be practical in a separate EIR on an individual RPP area. The program EIR may be incorporated by reference into environmental documents for future proposed RPP designations.

- The Final EIR contains nine chapters. Chapter One provides an introduction to the report, and describes the project and the environmental review process that has been and will be followed for this project impact assessment. Chapter Two summarizes the impacts and mitigation measures.

Chapter Three discusses the existing physical, social and environmental conditions of the project area (Setting); the potential consequences of the proposed action (Impacts); and

measures that could reduce or eliminate adverse impacts if the project is implemented (Mitigations). Four areas of concern, identified by the City of Berkeley in the Initial Study (see Appendix A), are addressed in Chapter Three. These are as follows:

- Transportation and Parking
- Air Quality
- Noise
- Public Services

Chapter Four describes the significant environmental effects that could not be avoided, or would be irreversible, if the proposed RPP program were implemented; the relationship between short-term gains and long-term productivity; and the growth-inducing impacts of the proposed action, all of which descriptions are required by the CEQA guidelines.

Chapter Five describes and assesses the impacts of alternatives to the action, including the No-Project alternative (existing RPP areas would remain, but no others would be added), the Repeal Alternative (the RPP ordinance would be repealed and existing RPP areas would be eliminated), the Bigger Doughnut Alternative, and the Policy Alternative (treatment of affected user groups would be modified).

- Chapter Six contains the responses to comments on the Draft EIR. Chapter Seven provides a distribution list of persons and organizations sent a copy of this document. Chapter Eight identifies the EIR authors and persons consulted during the preparation of the report. Chapter Nine contains appendices to the report.

B. PROJECT DESCRIPTION

The proposed project is the draft Residential Permit Parking (RPP) Implementation Plan that would govern the designation of RPP areas under the City's enabling ordinance. While the enabling ordinance permits such designation, initiated by City Council action or residents' petitions, in any area within the city that meets established criteria, existing and potential RPP areas are generally in the vicinity of the downtown area and the University, where massive demand for long-term commuter parking affects residents. The main proposal of the Implementation Plan is to designate a doughnut-shaped RPP area that would generally encircle the University campus and the downtown area, and is designated on all maps herein as the "Proposed Permit Area". See Figure 1 for the proposed permit area boundary and the study area boundary.

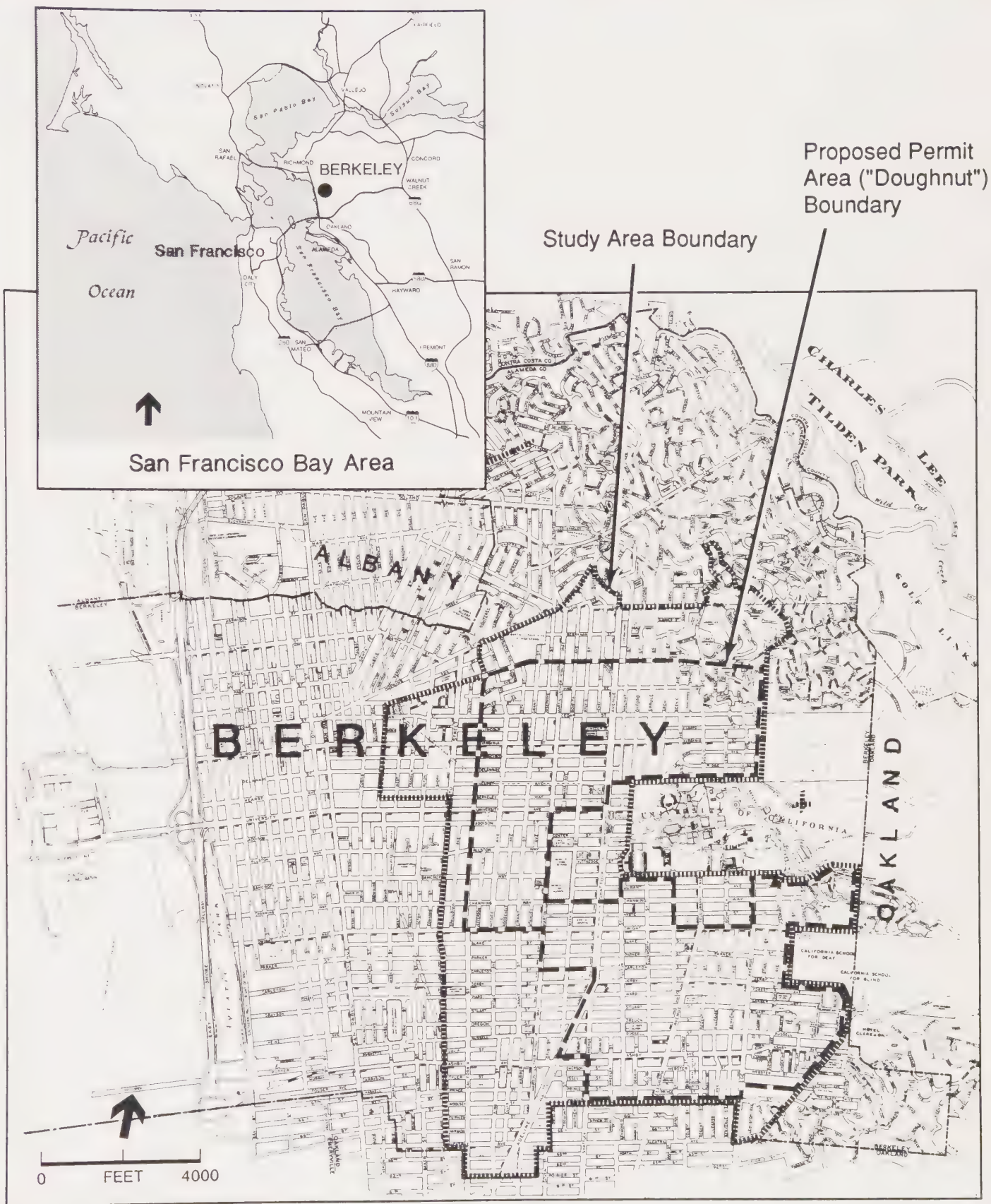


FIGURE 1
LOCATION MAP

SOURCE: ESA

PROPOSED ENABLING ORDINANCE IMPLEMENTATION PLAN

1. Designation Process

The process is initiated by either City Council action or residents' petition. In the latter case, residents consult with city staff to establish a tentative boundary of the area within which petitions for signatures representing at least 51% of the dwelling units will be circulated. Following initiation by either method, a staff report is prepared which includes a detailed evaluation of the tentative boundary and potential impacts. It identifies "trapped" residents and special groups (described in 2. and 4. below), and where they may potentially park after RPP designation.

The staff report's recommendation for an area boundary shall be based on the following criteria:

- a. The proposed area must include a minimum of 14 block fronts;
- b. At a minimum, 80% of the block fronts must be zoned residential.
- c. All unrestricted on-street parking spaces must be found to be 75% occupied for any two one-hour periods between 10:00 a.m. and 4:00 p.m.; and
- d. The impact of potential parking spillover is evaluated by estimation of the parking occupancy of the outer boundary of the proposed area, where on-street parking occupancy may not now meet the 75% occupancy rate, but would after RPP designation.

2. "Trapped" Residents

"Trapped" residents are defined as residents whose dwelling abuts controlled curb parking and is adjacent to or surrounded by RPP areas. They are considered trapped because, with the designation of permit parking, they have no place to park. The Implementation Plan recommends that "trapped" residents in all forms of housing be treated as any other resident in an RPP area with the same type of restrictions, and that residential parking permits be allocated to such residents to park in the nearest RPP area, as predetermined by staff.

3. Group Quarters

The existing RPP enabling ordinance does not differentiate between residents living in group quarters and those in any other type of dwelling unit. The Implementation Plan recommends that this equal treatment continue.

4. Non-Residents

While non-resident commuters are the major cause of parking problems in the affected areas, there are "special groups" of non-residents who have requested their parking needs be considered for relief from RPP designation.

a. Neighborhood-Serving Non-Business Enterprises

This category includes schools, churches and senior centers situated partially or wholly within a particular RPP area. The Implementation Plan recommends that these enterprises be given permits to allow them to park in an RPP area. The number of permits will be determined at the time of RPP designation. Guidelines for establishing the number of permits to be given, determined on a case-by-case basis, include:

- there is inadequate on-site parking and no low-cost means of creating more spaces on-site;
- there is no off-street parking available nearby for lease or rental;
- the total number of permits given shall not exceed the number representing 60% of the enterprise's employees; and
- permits shall be reviewed and allocated on a quarterly basis. Permits will be distributed to a designated representative of the enterprise who will be responsible for allocation to specific drivers.

b. Neighborhood Commercial Areas

This category includes neighborhood-serving business and commercial establishments completely surrounded by an RPP-designated area, but not actually fronting an RPP-designated street. The Implementation Plan recommends that one local business parking permit be given to each establishment, as is the case now in the Elmwood commercial area. The permits are given for parking locations on a specific block which was predetermined by staff, the residents and the merchants. Guidelines to be taken into

consideration when evaluating a neighborhood commercial area for local business parking permits include:

- any designation of a local business permit parking subarea will be after designation of the RPP area;
- initiation of such a subarea must be made by the local merchants;
- adequate off-street parking is not available in the area;
- the majority of surrounding residents do not oppose the designation of these subareas; and
- only one permit shall be made available to each establishment, distributed by the local business or merchant organization.

c. All Other Commuters

This category includes all office building employees, students, and other commuters requiring long-term parking. The Implementation Plan recommends that permits not be provided for this group. It does, however, recommend the designation of on-street carpool parking spaces near employment centers.

C. ENVIRONMENTAL REVIEW PROCESS

- The EIR has been prepared in accordance with the statutes and guidelines of the California Environmental Quality Act (CEQA).^{2/} In April 1988, the City of Berkeley, as both Applicant and Lead Agency, prepared an Initial Study and determined that the proposed action could have a significant impact on the environment, and that an EIR would be required.

A Notice of Preparation (NOP) of an EIR was sent to neighborhood associations, neighboring cities, University and City organizations, and the State Clearinghouse on April 1, 1988. A public scoping meeting was held on April 14, 1988 to receive input from interested members of the community. The scope of the Draft EIR was then determined by the Berkeley Planning and Community Development Department, with inputs from concerned residents, merchants and university students.

- The Draft EIR was published for review by the general public and interested public agencies for a period of 30 days. Oral comments were received at a public hearing scheduled for July 12, 1988. Deadline for receipt of written comments was Wednesday July 28, 1988.
- The Draft Final EIR (FEIR) was prepared following the end of the 30-day public review period on the Draft EIR. The Draft FEIR contained comments and responses on the Draft EIR, as well as a reprinted Draft EIR, revised as indicated in the responses to comments.
- A public EIR certification hearing was held on September 27, 1988, at which time the Berkeley City Council certified the EIR (City Council Resolution No. 54,491-N.S.). This FEIR contains comments and responses on the Draft FEIR, as well as a reprinted Draft FEIR, revised as indicated in the responses to comments.

NOTES - Introduction

/1/ CEQA: California Environmental Quality Act. Statutes and Guidelines 1986,
Section 15168, June 1986.

/2/ CEQA. Statutes and Guidelines 1986, June 1986.

II. SUMMARY OF IMPACTS AND MITIGATIONS

A. PROJECT DESCRIPTION (pp. I-2 to I-6)

The proposed project is the draft Residential Permit Parking (RPP) Implementation Plan that would govern the designation of RPP areas under the City's enabling ordinance. While the enabling ordinance permits such designation, initiated by City Council action or residents' petitions, in any area within the city that meets established criteria, existing and potential RPP areas are generally in the vicinity of the downtown area and the University, where massive demand for long-term commuter parking affects residents. The main proposal of the Implementation Plan is to designate a doughnut-shaped RPP area that would generally encircle the University campus and the downtown area, and is referred to as the "doughnut" area or proposed permit area within the text.

B. ENVIRONMENTAL IMPACTS

TRANSPORTATION AND PARKING (pp. III-19 to III-46)

Project impacts were analyzed within a study area generally bound by Sacramento Street on the west; Hopkins and Eunice Streets on the north; the UC Berkeley campus, the City of Oakland and Claremont Avenue on the east; and the City of Oakland on the south (see Figure 1, p. I-3).

1. Future Parking Supply and Demand (pp. III-19 to III-25)

Short Range. A total of four projects have been identified by the City of Berkeley for occupancy by the end of 1989, the proposed time of full implementation of the "doughnut". These projects will result in a net parking demand of about 95 spaces by the time of RPP implementation. Development at UC Berkeley will result in a net increase of about 80 spaces on the campus. On-street parking demand therefore would be increased by about 15 spaces within the study area at the end of 1989. The increase in demand of 15 spaces will not significantly affect the current average midday 70% occupancy rate within the study area; however, occupancy rates of some subareas will vary.

II. Summary

Long Range. Four projects that would be constructed after 1989 have been identified by the City of Berkeley. These projects would add a combined total of about 350 new parking spaces to the downtown area and would create a demand for about 400 parking spaces. UC Berkeley plans to add a net total of 740 off-street parking spaces; 400 of these spaces would be in off-campus satellite lots (outside the study area) connected to the campus by a shuttle. Thus, the net result would be a decrease in demand of about 290 spaces within the study area. This could reduce spillover effects in the long-range future.

2. Parking Displacement (pp. III-25 to III-29)

Displaced parkers are those parkers who would be forced to alter their typical location of parking and/or their travel pattern as a result of the project. Within the entire "doughnut" area, a total of about 3,180 parkers would be displaced with implementation of RPP. Displaced parkers were determined to be members of four significant groups, consisting of UC Berkeley (UCB) students, UCB employees, Berkeley Central Business District (CBD) employees, and employees in other portions of Berkeley such as the Sather Gate and North Shattuck commercial areas.

3. Effect on Mode Choice (pp. III-29 to III-32)

The next step in the determination of the impacts of the Residential Permit Parking (RPP) program was to evaluate how the approximately 3,180 displaced parkers would alter their behavior. There are many options available to these displaced parkers. Each can: 1) continue to park in the RPP area and risk getting a ticket; 2) continue to park in the RPP area and move his/her car every two hours to avoid getting a ticket; 3) continue to drive to Berkeley, park all-day in areas just outside the "doughnut" area and walk to his/her final destination; 4) find off-street parking within the "doughnut" area; 5) alter his/her mode of travel and take transit or organize carpools; 6) drive to an area outside the "doughnut" with convenient transit access to downtown Berkeley, then park and take transit; 7) have a friend or family member drop him/her off and/or pick him/her up (kiss-n-ride); or 8) change his/her job or school location and schedule. The effectiveness of the RPP program will depend on the degree of enforcement of parking restrictions. Upon implementation, many displaced parkers are expected to choose Option 1 (continue to park in the RPP area and risk getting a ticket). If these people do get a ticket, then they are likely to alter their behavior in the future. If they do not get a ticket, then they

II. Summary

are likely to continue to park in RPP areas. Therefore, the impact of the RPP program on mode choice would have a strong correlation with the amount of enforcement provided.

The attractiveness of each of these alternatives for each of the four subgroups has been evaluated qualitatively. The most likely option for student commuters would be to park outside the "doughnut" area and walk to the campus. The most likely option for UCB employees would be to switch to transit. Probable options for a downtown employee are weighed equally among parking outside the "doughnut" area and walking, parking off-street, changing mode to transit, moving his/her car every two hours, and parking at a nearby transit stop. Other employees would most likely park outside the "doughnut" area and walk to their destinations, given that these employees most likely work in areas closer to unrestricted parking than employees of UC Berkeley or in the downtown area. Changing mode of travel to carpools would become a more viable option for UCB and CDB employees if incentives were provided to encourage carpooling.

4. Spillover Effect (pp. III-32 to III-38)

Spillover effects from implementation of RPP would result from people parking in areas adjacent to the RPP areas. This would occur to the extent that displaced parkers choose to continue to drive and park in these areas. The areas affected and the degree to which they would be affected have been estimated.

It has been assumed that most students and employees who currently park on-street would be willing to walk up to 20 minutes to their destinations in order to continue to park in free on-street spaces. There are a total of 2,363 unrestricted vacant available spaces within the study area. The spillover effect of parking in subareas outside the RPP area, but within the study area, designated as X1-X8 (see Figures 2a and 2b, pp. III-3 and III-4), has been estimated. Four of the eight subareas would be affected significantly by parking.

Subarea X2: the effect of RPP would be to add about 300 to 310 parked cars to this subarea and to increase the occupancy in this subarea from a current 53% to an estimated range of 86% to 88%. Subarea X3: an estimated 140 to 180 parked cars would be added to this subarea, increasing the occupancy from an existing 63% to an estimated range of 76% to 80%. Subarea X4: an estimated 270 to 340 new cars would be parked in this area, increasing the occupancy from an existing 66% to between 79% and 83%. Subarea X5: a

II. Summary

total of about 635 to 770 new parkers have been estimated for this area. This would increase the parking occupancy of this area from an existing 49% to between 73% and 79%.

Other subareas within the study area (X6 and X7) would not be expected to be affected significantly by parking spillover, unless people are willing to walk more than 20 minutes to their destinations. There may be some spillover in Subarea 7, however, due to the proximity of Alta Bates Hospital. Subareas X1 and X8 would not be affected by spillover because of the lack of vacant unmetered spaces. Other areas outside the study area could potentially be affected by parking spillover: areas within Berkeley to the west of subarea X4 and to the north of subareas X2 and X3 and within Oakland to the south would most likely see an increase in parking occupancy. As these areas are at the fringes of 20-minute walking distances, parking increases would most likely not be significant.

Other potential parking spillover effects could result in areas near the "doughnut" that have convenient transit access to user group destinations. This will occur to the extent that displaced parkers choose to drive to an area just outside the "doughnut" that is conveniently served by transit, then park and take transit into the "doughnut." Areas that may potentially experience this effect include the following:

- (1) Subarea X6 may be affected as displaced parkers may park in and around the Ashby BART Station and use BART to reach downtown.
- (2) Subarea X4 may also be potentially affected as displaced parkers would use the North Berkeley BART station to access downtown and the UCB campus.
- (3) Other areas which may potentially experience this effect are those that are conveniently served by AC Transit bus lines, such as areas along University Avenue, west of the study area; along Telegraph and Shattuck Avenues, south of the study area; and, along Shattuck Avenue, north of the study area.

The number of displaced parkers who may choose the option of parking in a nearby neighborhood and using transit as a shuttle would be between 465 and 733 parkers.

5. Project Phasing (p. III-39)

The main effects of phasing the implementation of the "doughnut" area would be spillover parking and high parking occupancies in the remaining proposed, but not yet implemented, RPP areas. People currently parking in areas which implement RPP in the beginning

phases will search for long-term parking in other close-in areas (other proposed RPP areas not yet implemented) where parking would still be legal.

6. Transit (pp. III-39 to III-40)

An estimated total of about 1,110 people would switch to transit as a result of implementation of the proposed project. As discussed above, additional people using transit would park in areas close to downtown with convenient transit access. This could add as many as about 735 riders who would travel one BART stop or short distances on AC Transit lines. The total transit ridership increases from implementation of the project are estimated to be as high as 1,840 riders. On the basis of ridership patterns of UCB students and downtown employees, it has been assumed that 60% of the ridership increases would be on BART and 40% on AC Transit. Thus, there would be about 1,105 new riders on BART and about 735 new riders on AC Transit.

Available transit capacity to Berkeley has been calculated for the peak direction during the p.m. peak hour to be about 4,310 riders. Of this total capacity, there is capacity available for about 1,810 riders on BART and about 2,500 riders on AC Transit. This does not account for capacity available on lines in the non-peak direction or at times outside the p.m. peak hour. On the basis of the worst-case assumption that 50% of the displaced parkers using transit would travel during the p.m. peak hour, there would be a total increase of about 920 p.m. peak-hour transit riders from implementation of the project. Of these, about 550 would be on BART and about 370 on AC Transit. This increase represents about 21% of the total available capacity for p.m. peak hour, peak direction transit from Berkeley; about 30% of the available p.m. peak-hour, peak-direction BART capacity from Berkeley, and about 15% of the available p.m. peak-hour, peak-direction AC Transit capacity from Berkeley. Although this increase should be able to be accommodated by available capacity, peak loadings may result on some routes, especially the northbound Daly City / Richmond BART route.

7. Traffic Circulation (pp. III-40 to III-42)

Implementation of RPP within the "doughnut" area could have some effects on localized traffic circulation within the study area and outside the study area. Peak-hour volumes on local streets in proposed RPP areas would most likely decrease and peak-hour volumes on some local streets outside the "doughnut" would increase. Volumes may increase

II. Summary

around the Ashby and North Berkeley BART stations as people use BART as a shuttle into the "doughnut" area. Volumes along Ashby Avenue (State Route 13) would not be expected to increase significantly.

Midday circulation in the "doughnut" could potentially increase with the project, as spaces would now be available for parkers using the retail services in downtown Berkeley. Many retail customers park for less than two hours and thus could park within RPP areas.

The most likely and extensive traffic effects of the project would be to shift peak-hour circulation away from the University and downtown, where background volumes are most concentrated. The project would most likely have little effect on altering overall existing levels of service at intersections, which are generally acceptable (LOS D) during the p.m. peak hour, except at intersections along Dwight Way at Martin Luther King Way, and at Shattuck, Telegraph and Piedmont Avenues; at Ashby/Telegraph Avenues; at Shattuck/Durant Avenues; and at University Avenue / Oxford Street, where poor conditions (LOS E or F) exist during the p.m. peak hour.

8. Trapped Residents (pp. III-42 to III-44)

Trapped residents are those residents who are surrounded by permit parking areas, but have little or no free on-street parking available to them. These residents are primarily located in two areas within the "doughnut": Berkeley's downtown, and the area around Telegraph Avenue immediately south of the UCB campus. Under the proposed implementation plan, these trapped residents would receive permits to park in a permit area near their residence.

As trapped residents will receive permits, no negative impact on them is expected due to implementation of the "doughnut" as proposed. Trapped residents would, however, affect permit areas adjacent to the area in which they live.

In the area south of campus (Subarea X1), trapped residents include students, occupants of residential hotels and others (non-students); the total number of trapped residents applying for permits in this subarea is expected to be about 665. Berkeley's downtown (Subarea X8) has far fewer trapped residents than the south of campus area; it has been estimated that a total of 57 permits would be sold to trapped residents in this subarea. This number could potentially be higher, however, as the option of buying a permit and the

availability of on-street parking could encourage more students to own cars and/or bring them to Berkeley.

The effect of allocating these permits to adjacent permit areas according to the proportion of estimated vacant spaces located in those permit areas has been assessed. The occupancy rates in seven of the nine proposed RPP areas would increase from the baseline estimate of occupancy without trapped residents; however, the resulting occupancy levels would remain below 75%.

9. Special User Groups (pp. III-44 to III-45)

Because of constraints in their ability to modify travel patterns in response to implementation of the project, certain user groups may be affected by the proposed implementation plan. These groups include the elderly, the disabled, and employees of schools, churches and other community service organizations in residential neighborhoods.

If persons with mobility limitations, and without "DP" license plates or windshield plaques, currently park in proposed permit areas in the course of their daily activities, implementation of the project may put the nearest legal available free parking out of an acceptable range. Some employees of schools, churches and other religious or community service organizations in residential areas could be affected, if the supply of off-street spaces available to them is inadequate.

10. Pedestrians (p. III-45)

People displaced from proposed RPP areas who choose to park outside the "doughnut" area and then walk to their destinations would be walking a greater distance than they currently do. These pedestrians potentially would be exposed to more traffic as they cross streets along their routes. Pedestrian safety would not, however, be significantly affected by the project.

11. Cumulative Impacts (pp. III-45 to III-46)

In the long-range period, there would be an additional 290 off-street spaces available within the study area. Since this would allow more parkers to park off-street within the study area, spillover effects resulting from RPP designation would likely be reduced with cumulative development.

II. Summary

With cumulative development, there would be some increases in traffic volumes within the study area, but there would not be a significant change in intersection levels of service. The project would serve to offset some of these cumulative increases in traffic. The cumulative impact on transit ridership would be negligible, as BART system capacity is expected to increase by about 71% in the early 1990's and AC Transit load factors would not exceed 1.00 passengers per seat on routes serving Berkeley.

AIR QUALITY (pp. III-49 to III-54)

Any changes in traffic patterns as a result of implementation of the Residential Permit Parking (RPP) Program are expected to have no impact upon regional air quality.

For projects, such as the one proposed, local air quality effects are associated with changes to CO levels along road segments that serve project traffic. Increases in traffic levels at specific locations, associated with the RPP program, would generate no measurable increase in CO levels.

NOISE (pp. III-55 to III-57)

There are several factors which indicate that the proposed Residential Parking Permit Program would not have a significant impact upon noise levels in new areas with permit parking or border areas with no parking permit restrictions. These factors include:

1. The noise of vehicles searching for parking spaces, parking, or leaving parking spaces would be only a minor portion of the total noise in any area.
2. In general, vehicles searching for parking spaces, parking or leaving parking spaces do not make loud noises. These activities are generally associated with low speeds. Vehicles having starting problems might make the most noise.
3. The hours of the permit parking restrictions generally would be 8:00 a.m. to 7:00 p.m. and would not overlap with the most sensitive sleeping hours, which are 11:00 p.m. to 6:00 a.m.

PUBLIC SERVICES (pp. III-58 to III-59)

Designation of additional RPP areas would generate added costs and added revenue. City staff is in the midst of a detailed assessment of future personnel needs and permit fees to

II. Summary

make the RPP program self-sufficient. Preliminary assessment indicates that the Parking Enforcement Division would need a total of four to six persons. The License and Collection Division would require two clerks to administer the "doughnut" area. New people would be hired as needed, not necessarily at the beginning of the process. One full-time person in the Public Works Department would be required to implement the project within the proposed schedule; i.e., by the end of 1989. Additional staff from Public Works would allocate a minimal amount of time on program implementation.

The City currently does not have enough detailed records of costs in all areas. Detailed records are available for revenue from permit sales which by itself does not pay for the program costs identified. The City citation revenue records, however, indicate no increase in total revenue collected from citations since implementation of RPP. This seems to support the continued need for General Fund subsidy, although not at a level significantly higher than existing.

C. MITIGATION MEASURES

TRANSPORTATION AND PARKING (pp. III-46 to III-47)

Several measures are presented below which would mitigate the transportation and parking impacts of the proposed expansion of the Residential Permit Parking Program in Berkeley. These measures would decrease the identified impacts of spillover parking from the RPP "doughnut" and from project phasing, the impacts created by trapped residents parking in RPP areas, and the impacts on special user groups.

- To minimize the impacts of spillover effects into areas surrounding the "doughnut", occupancies of these areas should be monitored for several months after implementation, and residents in these surrounding areas should be polled, to determine if these areas should also be established as RPP areas.
- The entire "doughnut" area could be implemented simultaneously instead of implementing subareas in phases. This would mitigate the impacts from spillover of long-term parkers from initially designated RPP areas to remaining proposed RPP areas.
- On-street carpool zones should be designated to promote ridesharing as a mode of travel to the "doughnut" area. Carpools would be required to register with the City, or Berkeley TRiP, and pay a fee for this carpool permit; this would reduce use of these zones by non-ridesharing drivers.

II. Summary

- To promote commuting alternatives to single-person vehicles to be able to maintain the current modal split, the City should provide continued and expanded support to Berkeley TRiP.
- Fringe parking facilities should be provided to further mitigate the impact of spillover parking. These facilities should be provided in areas conveniently served by transit, or a shuttle service that connects to downtown Berkeley and the UC campus should be provided. UC Berkeley is planning to provide 400 parking spaces in fringe parking areas and will connect these facilities to the campus by a shuttle. The draft Berkeley Downtown Plan contains a recommendation that about 100 parking spaces be provided in satellite facilities. The City would work with the University to provide these fringe parking lots and provide a shuttle. The specifics of this joint venture would be worked out between the two parties.
- - To minimize the potential impact of trapped residents significantly increasing occupancies in RPP areas, permits should be issued to these residents in adjacent RPP areas according to the proportion of estimated vacant spaces located in those areas. After a six-month period, occupancy levels should be surveyed, and assigned RPP areas should be adjusted, as needed, to reduce unexpected effects of trapped residents.
- To minimize adverse effects of RPP on seniors, special permits could be issued to seniors in specific permit areas, based on demonstrated need.
- - The City should monitor the number of permits applied for by residents listing an address in a University housing project and by residents who have vehicles registered to addresses outside of the RPP area. If the rate of these permit applications exceeds that projected in the EIR, steps could be taken to revise RPP registration rules to require that a vehicle must have a registration indicating address of residence in the RPP area.

PUBLIC SERVICES (p. III-59)

- The City could establish a tracking program of costs and revenues associated directly with the Residential Permit Parking program.

D. ALTERNATIVES (pp. V-1 to V-8)

1. NO PROJECT (pp. V-1 to V-2)

Under the No-Project Alternative, there would be no expansion of the RPP program. Current RPP Areas A – E would continue to restrict long-term parking to residents of those areas, but no new areas would be designated.

If the "doughnut" plan were not implemented and current permit areas were left as they are, overall parking and circulation in the study area would not likely change significantly

II. Summary

in the foreseeable future. However, while the amount of added development is not likely to increase demand for available parking spaces, travel patterns of people traveling to Berkeley may change in the future. In the event that the trend of slightly increasing drive-alone commuting and slightly decreasing shared-ride commuting, documented over the last fifteen years, continues, parking demand and traffic in the study area could increase.

II. Summary

Additionally, while the overall supply of spaces provided by the University to its faculty, staff, students and visitors is projected to increase only marginally over the next decade, the location of the spaces is expected to shift from central campus parking to parking on the periphery and in satellite lots. The response of employees and students of the University to this locational shift is not known, but in the absence of restrictions of on-street parking near the campus, fewer people are likely to use peripheral or satellite lots as opposed to free, on-street parking near the campus.

Air quality and noise levels would be similar to those described in the Setting section of this report. Slight increases in CO levels (not measurable) and noise would occur, as compared to the project, in proposed RPP areas that would not be implemented under this alternative.

2. RPP ORDINANCE REPEAL (pp. V-2 to V-3)

Under the RPP Ordinance Repeal Alternative, the existing RPP enabling ordinance would be repealed. The prohibition of long-term parking by non-residents in Areas A – E would be eliminated. This change would have two short-run effects: (1) an increase in parking occupancy in existing permit areas, and (2) a decrease in parking occupancy in areas adjacent to the existing permit areas. A long-run effect would be an increase in the number of auto commuters, due to the overall increase in parking supply for long-term parkers.

Taken as a whole, occupancy in the five permit areas would increase from the current level of 57% to approximately 91%. Overall occupancy in the existing non-permit areas would decrease from the current 79% level to approximately 64%.

In terms of long-term changes in commuting to the study area as a result of the repeal, the likely effect would be an increase in auto commuting and a decrease in use of transit and other alternative modes.

Increases in CO levels and noise would result from increased traffic in the existing RPP areas. In areas which currently receive spillover parking from existing RPP areas, decreases in CO levels and noise would result from decreases in traffic volumes. For CO levels, the increase or decrease would not be measurable. For noise levels, the changes would be barely noticeable to most people.

3. BIGGER DOUGHNUT (pp. V-3 to V-6)

Under the Bigger Doughnut Alternative, the boundaries for the "doughnut" RPP area surrounding the University campus and the downtown would be expanded to include additional blocks for which parking surveys indicate mid-day occupancy levels either currently above 75%, or high enough that expected spillover from the proposed "doughnut" permit area would increase occupancy to above 75%.

The expanded RPP-designated area would have two primary impacts: (1) an increase in the number of persons displaced by RPP designation, and (2) a decrease in the number of parking spaces within walking distance of existing generators of parking demand.

These changes would have several net effects. More people would ride transit or other alternative mode of travel. Additionally, since some of the additions to the "doughnut" would be made in areas very close to the border of the study area, spillover outside of the study area would be increased. This is not expected to have a significant effect on parking conditions.

Air quality and noise impacts of this alternative would be similar to those of the project. The expanded RPP-designated area would have slightly less traffic, noise and CO under this alternative than with the project.

4. POLICY ALTERNATIVE (pp. V-6 to V-8)

Under the Policy Alternative, the treatment of Group Quarters in the implementation of the RPP ordinance would change. The Implementation Plan, discussed in the Project Description (see p. II-1), recommends the same treatment for residents living in group quarters as for residents in any other type of dwelling unit. Under this alternative, a distinction would be made between group quarters affiliated with the University and all other group quarters. Group quarters affiliated with the University are the residence halls, co-ops, and fraternity/sorority houses. This alternative policy recommends that RPP permits would be allocated to University-affiliated group quarters as a whole at the rate of one permit per five residents.

II. Summary

About 8,700 residents within the "doughnut" would live in University-related group quarters at the expected implementation time of the "doughnut" plan (1989). The total number of residents in University-affiliated group quarters estimated as owning cars (1,275) is less than the number of permits which would be made available to them (1,740). As the number of students having cars is based on existing ownership, this number may vary in the future. The availability of parking (either more or fewer spaces) may affect a student's decision whether or not to bring his/her car to Berkeley. Since less parking would be available to students with this alternative, the number of students having cars may indeed be lower.

For this reason, impacts of this alternative would not be different in any way than those of the proposed project.

Air quality and noise impacts of this alternative would be similar to those of the project. Changes in CO levels in spillover areas would not be measurable; changes in noise levels in these areas would be barely noticeable to most people.

III. ENVIRONMENTAL SETTING, IMPACTS AND MITIGATIONS

A. TRANSPORTATION AND PARKING

SETTING

1. Parking Conditions

On-Street. An inventory and parking usage survey was conducted within the study area (see Figure 1, p. I-3) during the period of April 5-14, 1988. Each block in the study area was inventoried to determine the number of available legal parking spaces, how many of these spaces are metered versus unmetered, and their time limitations, if any. The number of legal spaces available on unmetered blocks was one space for every 20 feet of curb length. The only exception was in areas where the curb length between driveways is less than 20 feet. In these cases, a category of substandard legal spaces of 15 to 19 feet was used to better reflect the availability of parking spaces for compact cars that do not block driveways. On-street parking occupancy data, i.e., the percentage of legal parking spaces occupied during the midday survey period, were collected twice for each block. Parking turnover and residency data were collected in areas generally immediately north and south of the University of California campus.

The study area inventory indicated a total of about 22,970 legal on-street parking spaces. Average midday occupancy during the survey period was about 70% (about 15,820 vehicles). Parking occupancy varies greatly from subarea to subarea within the total study area, however, as shown in Table 1 and Figures 2a and 2b. An occupancy percentage greater than 100% is possible when the length of curb permits more vehicles (i.e., compact cars) to park legally than would be expected on the basis of the formula for the legal spaces per curb length. The subareas chosen for this analysis are broken into three categories:

- (1) the existing residential permit parking (RPP) areas (A-E) established from 1981 to 1987/1/;
- (2) the proposed RPP areas (A1, A2, C1, E1, 1-5) which, together with the existing RPP area, would constitute the proposed "doughnut" area/2/;

TABLE 1: EXISTING ON-STREET MIDDAY PARKING OCCUPANCY/a/

<u>Area/b/</u>	<u>Number of Available Spaces</u>	<u>Number of Parked Vehicles</u>	<u>Occupancy Percentage</u>
<u>Existing RPP Areas</u>			
A	535	286	53.5
B	1,136	735	64.7
C	404	307	76.0
D	1,594	580	36.3
E	535	465	86.9
<u>Proposed RPP Areas</u>			
A1	641	432	67.4
A2	472	344	72.8
C1	1,125	920	81.8
E1	2,161	1,537	71.1
1	569	608	106.9/d/
2/c/	744	722	97.0
3/c/	1,989	1,713	86.1
4	905	878	97.0
5	1,477	1,452	98.3
<u>Fringe Areas</u>			
X1	78	78	100.0
X2	881	465	52.7
X3	1,061	669	63.0
X4	1,936	1,269	65.5
X5	2,633	1,300	49.4
X6	1,998	1,072	53.7
X7	370	271	73.1
X8	113	104	92.0

/a/ Based on inventory and parking usage surveys conducted in April, 1988.

/b/ See Figures 2a and 2b for area locations.

/c/ The number of available spaces and parked vehicles given for Area 2 and Area 3 each include the 2+3 overlap area, and thus exceed the totals for the blocks contained within the combined Area 2+3.

/d/ Occupancy greater than 100% occurred in Area 1 because the length of curb permitted more vehicles (i.e., compact cars) to park legally than would be expected on the basis of the formula for legal spaces per curb length.

SOURCE: City of Berkeley, Wilbur Smith Associates and Environmental Science Associates

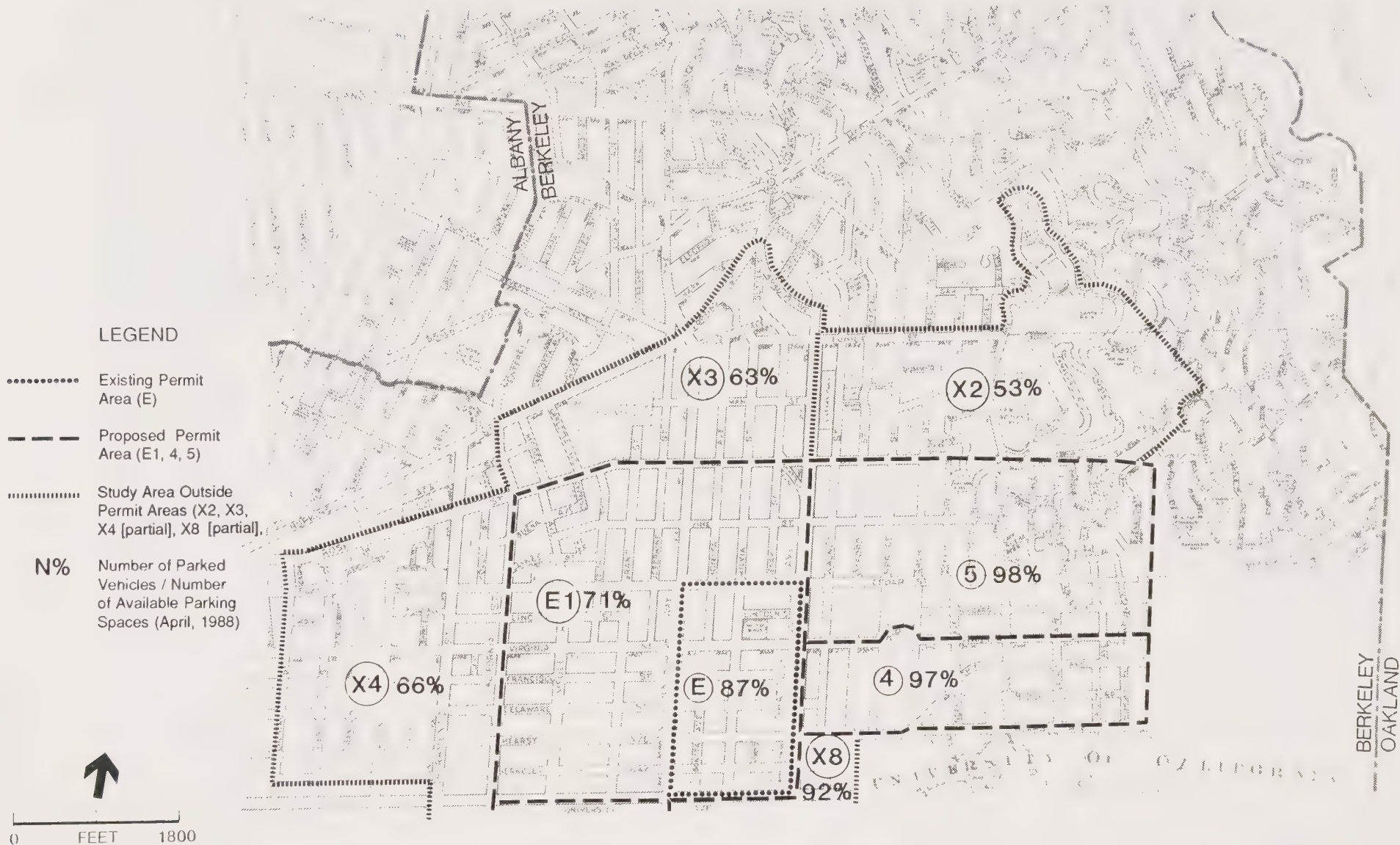


FIGURE 2a
ON-STREET PARKING OCCUPANCIES – MIDDAY
(NORTH OF UNIVERSITY AVENUE)

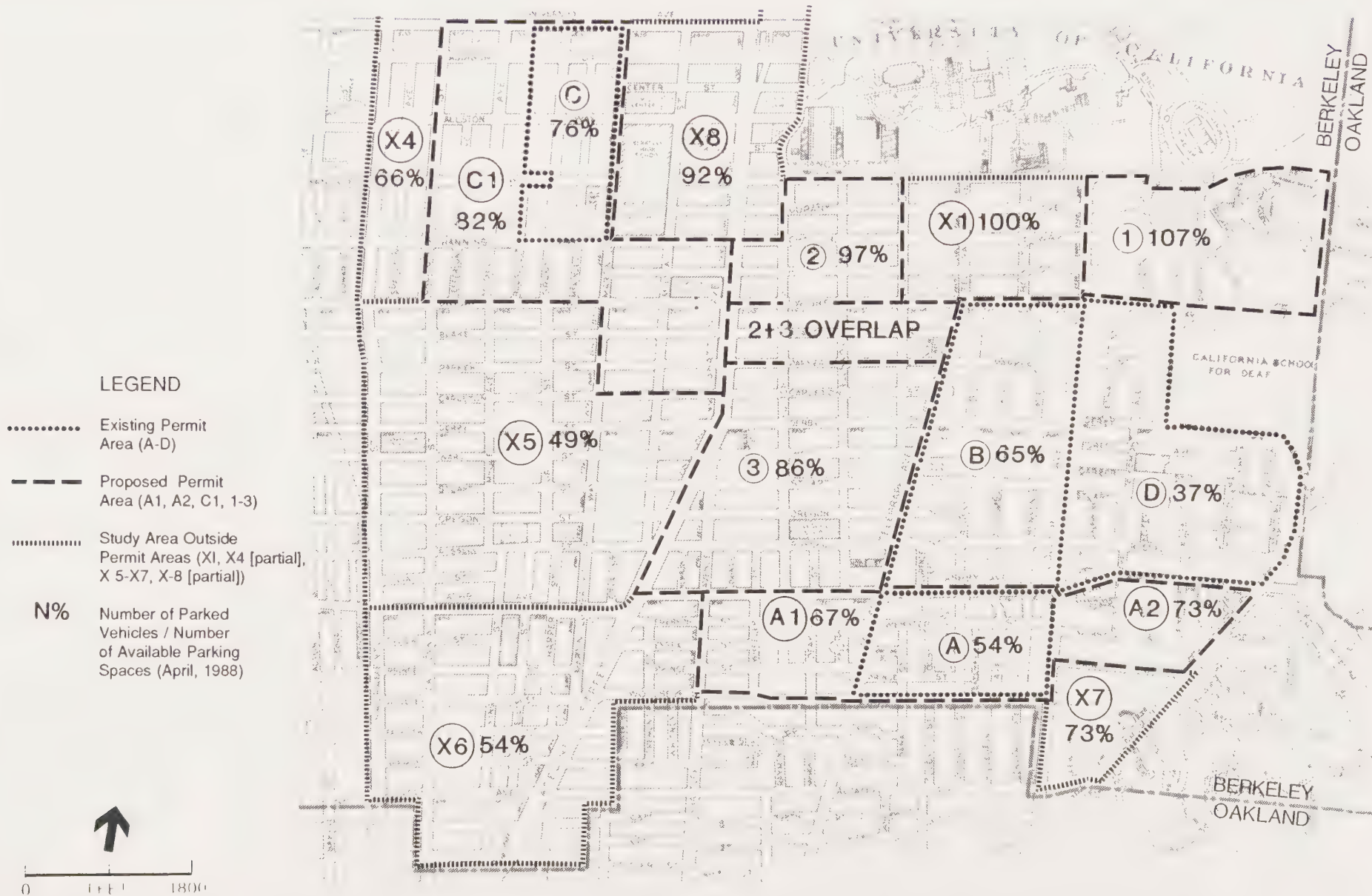


FIGURE 2b
ON-STREET PARKING OCCUPANCIES – MIDDAY
(SOUTH OF UNIVERSITY AVENUE)

III. Environmental Setting, Impacts and Mitigations

- (3) fringe areas (X1-X8), outside the proposed "doughnut" area, that could be subject to increased parking due to spillover of long-term non-resident parking from designated RPP areas.

Prior to designation, the existing RPP areas had been surveyed by the City of Berkeley as part of the implementation evaluation. Each area experienced higher parking occupancy prior to designation, as shown in Table 2.

Table 3 gives the parking turnover, duration and occupancy for metered and free (non-metered) spaces within four areas generally north and south of the university campus. See Figures 3a and 3b, pp. III-7 and III-8, for the locations of these areas.

To assist in the analysis of the proposed RPP implementation, day/night residency checks were conducted in April 1988 for three areas north and south of the campus (see Figures 4a and 4b, pp. III-9 and III-10, for the locations of these areas). License plates of vehicles parked in these areas were recorded during both midday and late night periods. On the assumption that all late-night parked vehicles are owned by City residents, these license plates were matched with those recorded during the midday period. This indicated what percentage of midday parkers are residents, thus theoretically not adversely affected by RPP implementation. The results indicate that, for all spaces (metered or not), the midday residency percentage is 52% in Area J, 18% in Area K, and 26% in Area L. For unmetered spaces (i.e., those spaces most often used by long-term parkers), the residency percentages are 52% in Area J, 53% in Area K, and 36% in Area L.

Off-Street. Inventory and occupancy surveys of off-street parking facilities were conducted as part of the City of Berkeley Downtown Transportation Study.^{/3/} The May 1986 inventory found a total of 2,636 off-street spaces, of which 1,640 spaces were public spaces, including publicly owned and privately owned facilities that are open to the general public. Of the 1,640 public spaces, 928 spaces were rented on a monthly basis. Table 4, p. III-11, gives occupancy levels broken down by facility. As shown, average utilization in these facilities peaks at 84% in the early afternoon, while average morning utilization is lower, at 77%.

TABLE 2: ON-STREET MIDDAY PARKING OCCUPANCY IN EXISTING RESIDENTIAL PERMIT PARKING (RPP) AREAS, BEFORE AND AFTER RPP DESIGNATION

RPP Area	Before Designation		After Designation		Decrease in Occupied Spaces
	Supply	Occupancy	Supply	Occupancy	
A	532	467 (88%)	532	296 (54%)	171 (37%)
B	1,136	1,103 (97%)	1,136	735 (65%)	368 (33%)
C	404	394 (98%)	404	307 (76%)	87 (22%)
D	1,584	1,247 (79%)	1,584	580 (36%)	667 (53%)
E	535	577 (108%) /a/	535	465 (87%)	112 (19%)
Total	4,191	3,788 (90%)	4,191	2,383 (57%)	1,405 (37%)

/a/ An occupancy greater than 100% occurred in Area E due to illegally parked cars.

SOURCE: City of Berkeley and Wilbur Smith Associates

TABLE 3: ON-STREET MIDDAY PARKING TURNOVER SURVEYS/a/

	Area W		Area X		Area Y		Area Z	
	Free	Meters/b/	Free	Meters/b/	Free	Meters/b/	Free	Meters/b/
Parking Spaces	390	9	400	212	333	259	687	243
Average Turnover/c/	1.1	2.1	1.2	2.2	1.3	1.7	1.2	1.7
Average Duration	4.8 hr	1.8 hr	3.4 hr	0.9 hr	3.0 hr	1.4 hr	4.2 hr	1.7 hr
Average Occupancy	96%	78%	98%	77%	86%	80%	98%	84%

/a/ Based on surveys conducted on April 12, 1988 from 10:00 a.m. to 4:00 p.m.


/b/ Time limits range from 30 minutes to two hours; most are one-hour meters.

/c/ Number of vehicles per space during survey period.

SOURCE: Wilbur Smith Associates and Environmental Science Associates



FIGURE 3a
ON-STREET PARKING TURNOVER SURVEY AREAS
(NORTH OF UNIVERSITY AVENUE)

- LEGEND
- Proposed Permit Area Boundary
-  On-Street Parking Turnover Survey Area



0 1000 1800

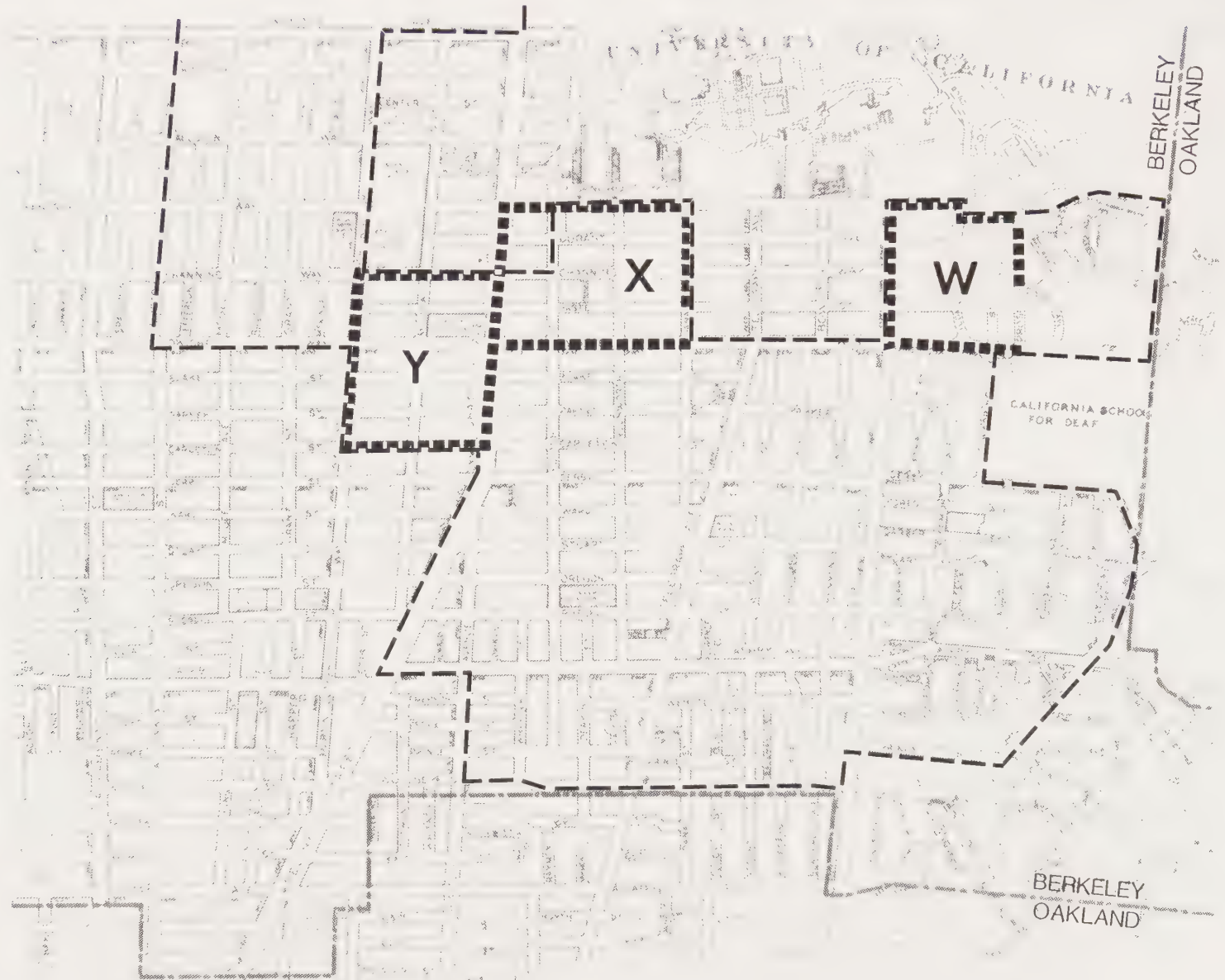


FIGURE 3b
ON-STREET PARKING TURNOVER SURVEY AREAS
(SOUTH OF UNIVERSITY AVENUE)

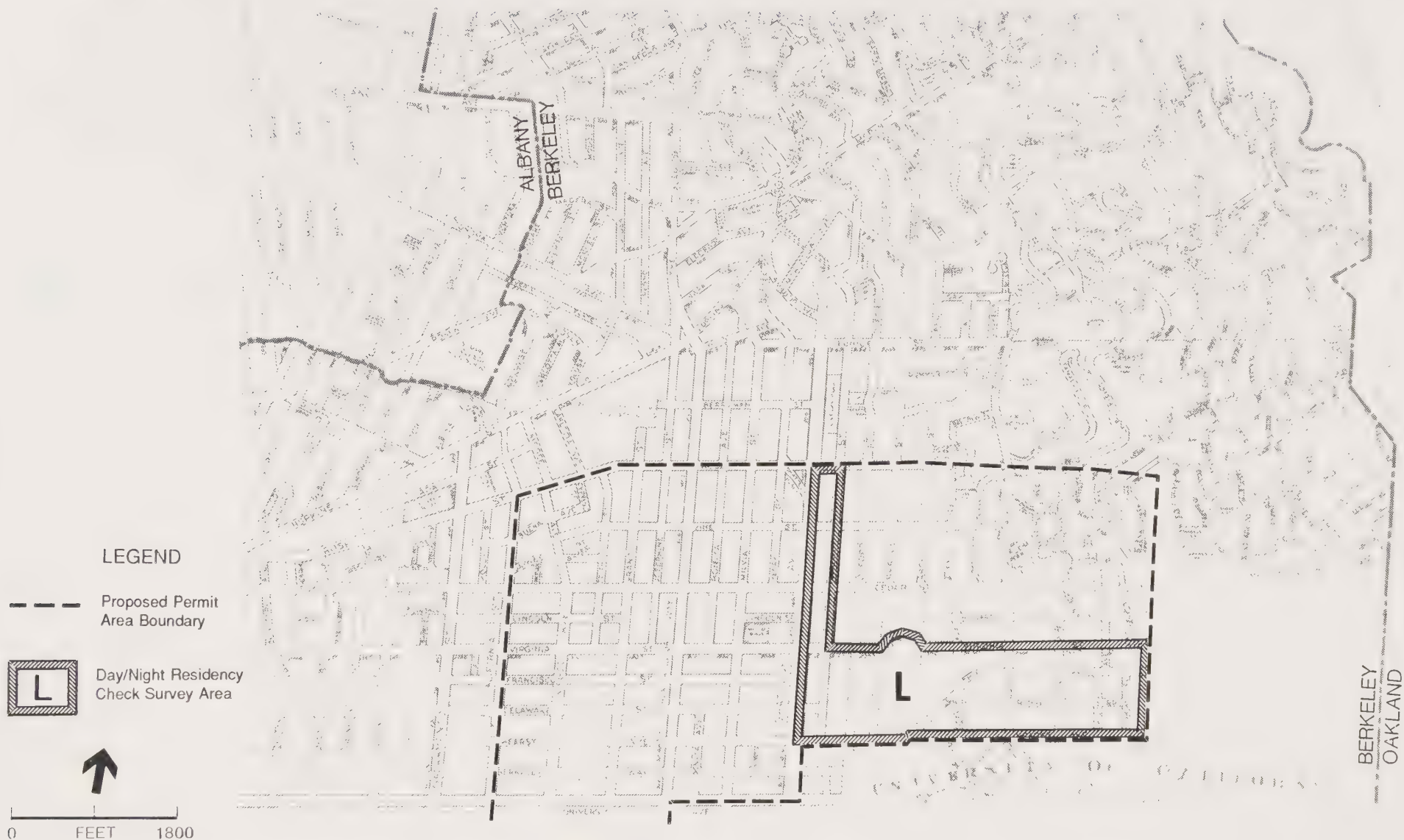


FIGURE 4a
DAY/NIGHT RESIDENCY CHECK SURVEY AREAS
(NORTH OF UNIVERSITY AVENUE)

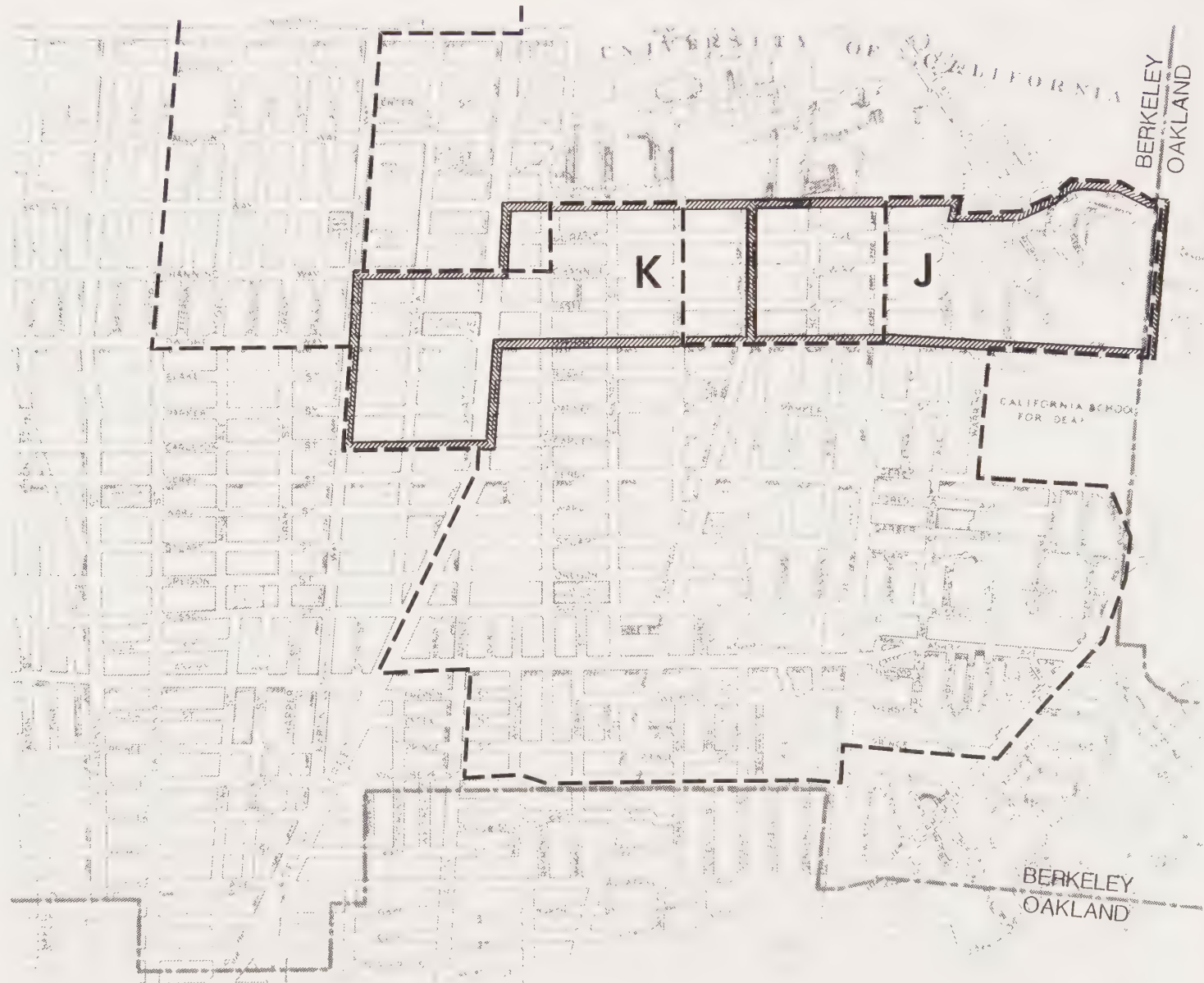
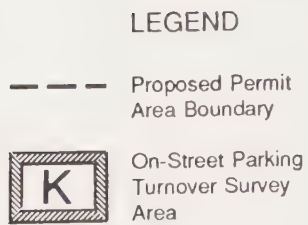


FIGURE 4b
DAY/NIGHT RESIDENCY CHECK SURVEY AREAS
(SOUTH OF UNIVERSITY AVENUE)

TABLE 4: PUBLIC OFF-STREET PARKING OCCUPANCY

Facility	Capacity	Parked Vehicles (Occupancy %)	
		A.M. (10-11 a.m.)	Mid-day (1-2 p.m.)
Center Street Garage	435	383 (88%)	365 (84%)
Great Western Garage	550	363 (66%)	415 (75%)
Hink's Garage	350	312 (89%)	320 (91%)
Berkeley Way Municipal Lot	113	86 (76%)	105 (93%)
Fulton Street Municipal Lot	132	61 (46%)	130 (98%)
Fulton/Durant Self-Park Lot	<u>60</u>	<u>52 (87%)</u>	<u>50 (83%)</u>
TOTAL	1,640	1,257 (77%)	1,385 (84%)

SOURCE: City of Berkeley, Conditions Assessment and Strategies: Downtown Transportation Study, August 1986.

2. Traffic Circulation

The City of Berkeley street network is a grid system of major, collector and local streets. Major north-south streets include Oxford/Fulton Streets, Shattuck Avenue / Adeline Street, Martin Luther King Way, Telegraph and College Avenues, and Sacramento Street. Major east-west streets include Dwight Way, Hearst and Haste Streets, and University, Gilman and Ashby Avenues. Each of these streets has either two or three travel lanes in each direction. Together, they carry the highest volumes of traffic in the City.

Collector streets serve to carry traffic from local streets to major arterials. In the study area, these include Milvia, Cedar and Rose Streets, Euclid Avenue, and the one-way east-west couplet of Bancroft Way and Durant Avenue. Local streets in the study area are generally residential streets carrying low traffic volumes. Through traffic on

III. Environmental Setting, Impacts and Mitigations

residential streets is restricted by the use of traffic diverters and barriers, encouraging the use of the collectors and major streets.

Existing p.m. peak-hour levels of service (LOS) at signalized intersections in the study area are shown in Figures 5a and 5b. Level of Service is an assessment of the quality of operating conditions perceived by the average driver and is presented in a range of conditions from LOS A (little or no delay) to LOS F (extreme delays); LOS D is considered the lowest (worst) acceptable level in most urban locations. See Table B-1 in Appendix B for LOS descriptions. As shown in Figures 5a and 5b, existing service levels are generally acceptable, except at intersections along Dwight Way at Shattuck and Piedmont Avenues, where poor conditions (LOS E or F) exist during the p.m. peak hour./4/

3. Transit

The study area is relatively well-served by public transit, with frequent and direct service by BART, AC Transit, and the University-sponsored Campus shuttle. Figures 6a and 6b, pp. III-15 and III-16, show transit routes and BART station locations.

BART stations at North Berkeley (Sacramento/Virginia Streets), Berkeley (Shattuck Avenue / Center Street), and Ashby (Adeline Street / Ashby Avenue) operate weekdays from 6:00 a.m. to 12:00 midnight. The Richmond - Daly City and Richmond-Fremont trains generally stop at these stations every 15 minutes (each line)./5/ A transfer at the MacArthur station in Oakland is required to use the Concord - Daly City trains. The current p.m. peak-hour load factors, defined as the number of passengers per seat, range from 0.75 to 1.27. For planning purposes, BART considers a 1.50 load factor as the maximum passengers-to-seats ratio acceptable to peak-hour passengers. Table 5, p. III-17, gives the latest available load factor information for p.m. peak-hour trains in the peak ridership direction.

Ten local AC Transit lines serve the study area throughout the day (Routes 6, 7, 15, 17, 40, 43, 51, 65, 67 and 88). Another two local lines operate during a.m. and p.m. peak periods only (Routes 8 and 52). Two East Bay express lines (Routes 33 and 37) serve the study area, as well as three transbay lines to and from San Francisco (Routes E, F and H).

Proposed Permit
Area Boundary

Intersection
Level of Service
(See Appendix B
for Definitions)



FIGURE 5a ●
P.M. PEAK-HOUR INTERSECTION LEVELS OF SERVICE
(NORTH OF UNIVERSITY AVENUE)

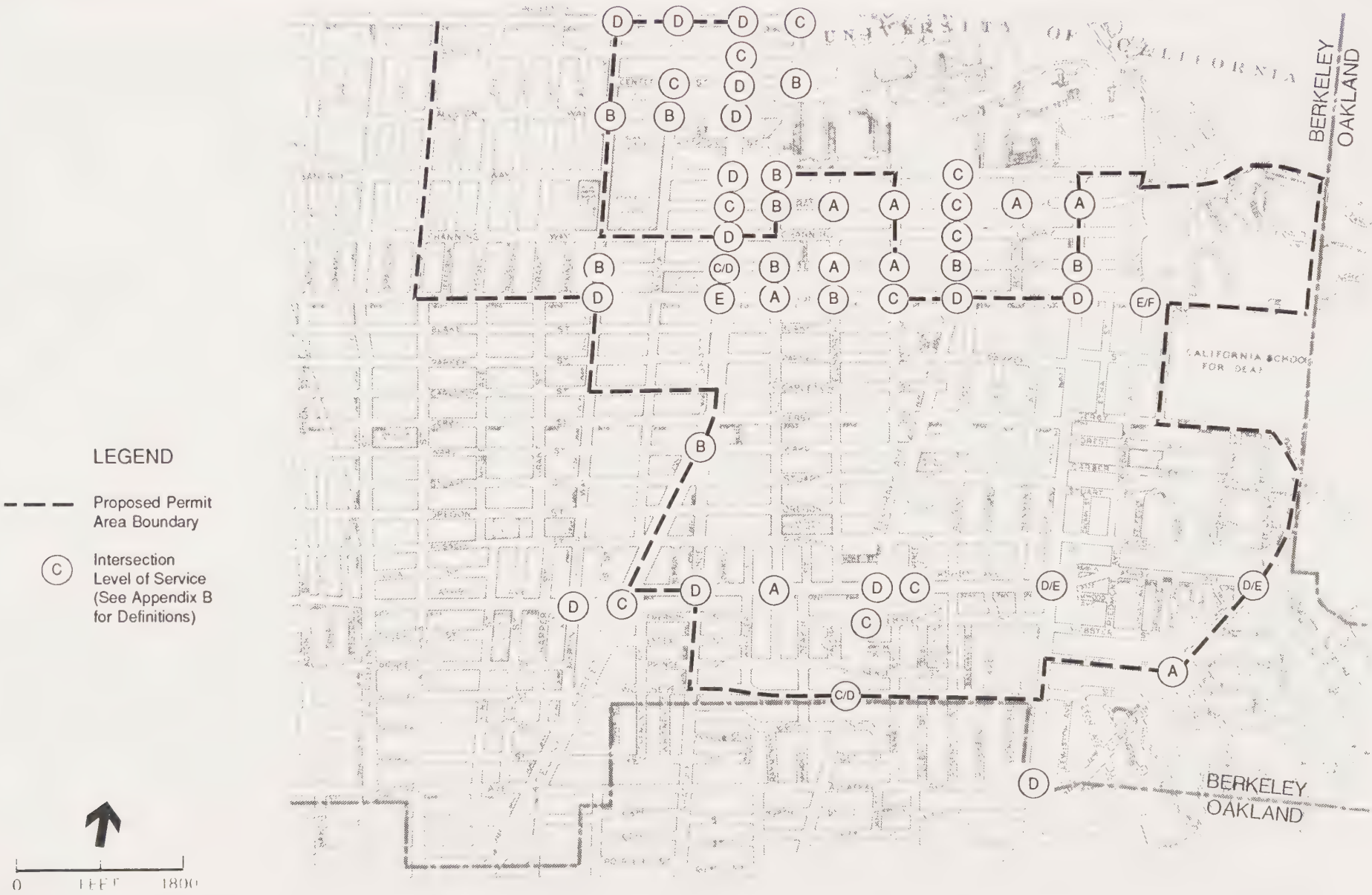


FIGURE 5b
P.M. PEAK-HOUR INTERSECTION LEVELS OF SERVICE
(SOUTH OF UNIVERSITY AVENUE)

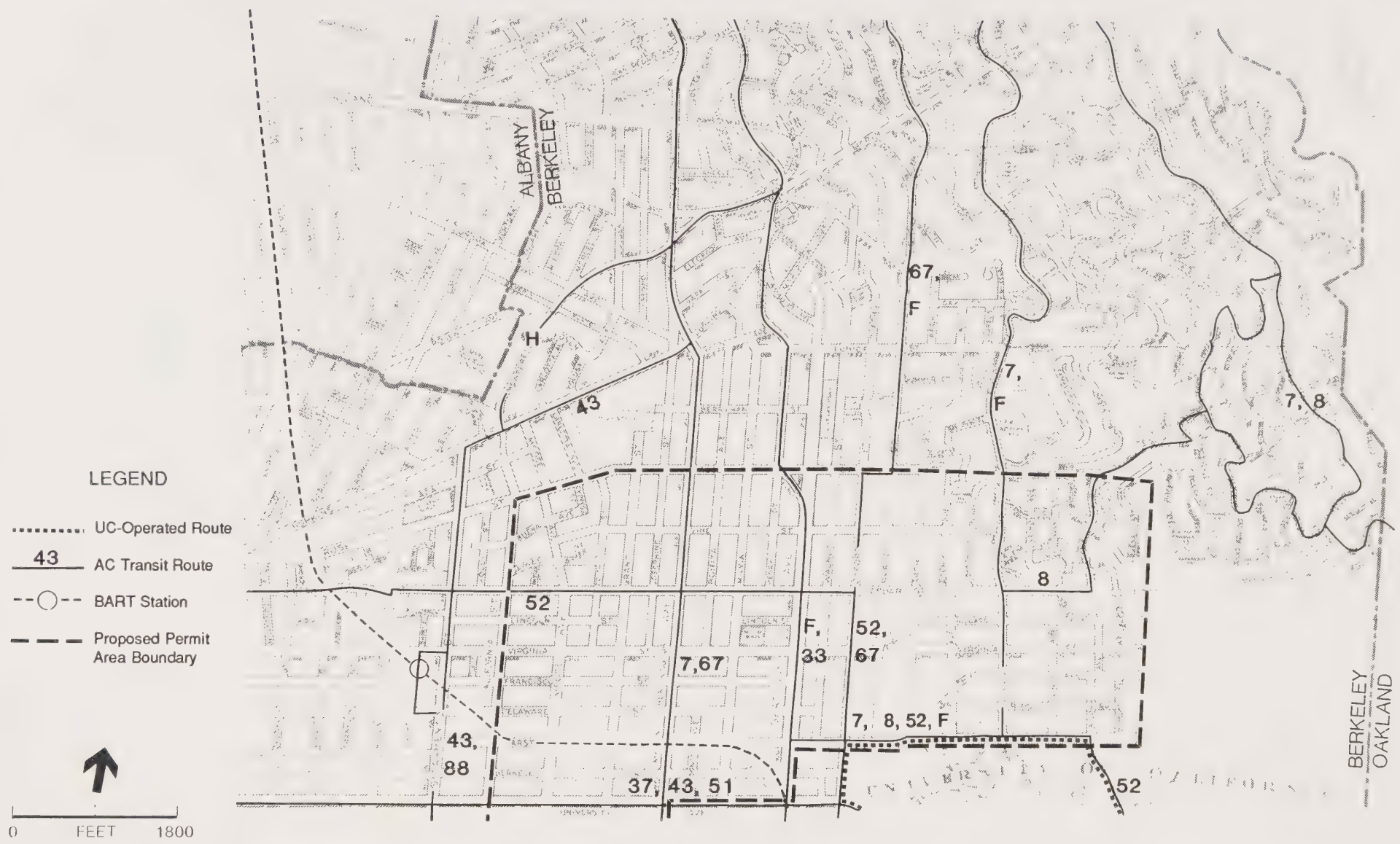


FIGURE 6a
TRANSIT ROUTES
(NORTH OF UNIVERSITY AVENUE)

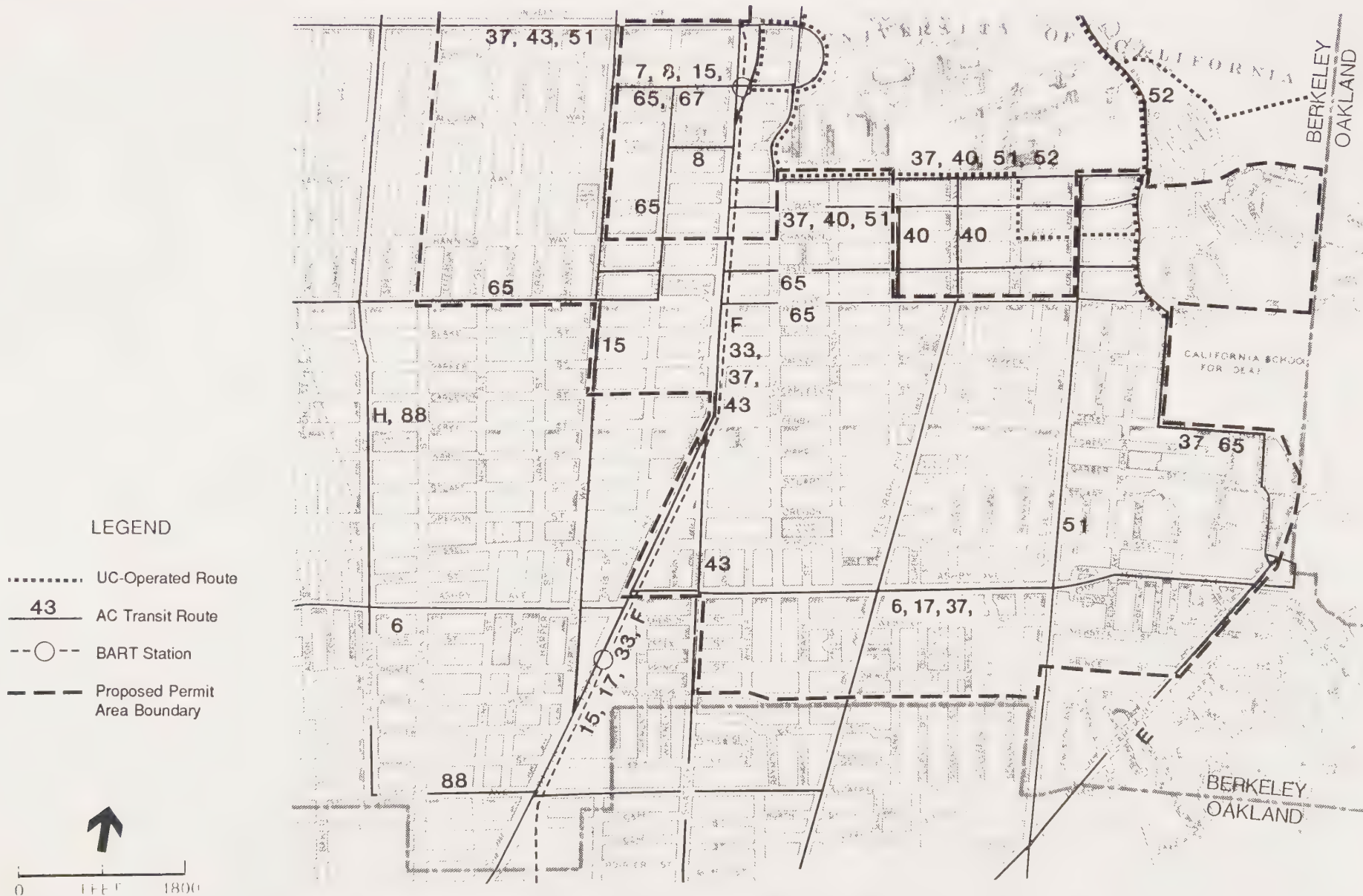


FIGURE 6b
TRANSIT ROUTES
(SOUTH OF UNIVERSITY AVENUE)

SOURCE: AC Transit Basic Route Map, April 1988

TABLE 5: BART WEEKDAY LOAD FACTORS FOR P.M. PEAK-HOUR TRAINS /a/

<u>Location/Direction</u>	<u>Route</u>	<u>Capacity (Seats)</u>	<u>Passengers</u>	<u>Load Factor/b/</u>
North of MacArthur Station	Daly City / Richmond	2,251	2,494	1.11
	Fremont/ Richmond	1,147	794	0.69
East of MacArthur Station	Daly City / Concord	4,829	5,538	1.15
South of Lake Merritt Station	Fremont / Daly City	3,675	4,332	1.18
	Fremont/ Richmond	1,328	1,464	1.10
East of Embarcadero Station (S.F.)	Total Transbay	10,560	12,818	1.21
West of Civic Center Station (S.F.)	All Routes	7,451	7,344	0.99

/a/ For peak direction during p.m. peak hour.

/b/ Load factor is the number of passengers divided by the number of seats.

SOURCE: BART Quarterly Performance Report (January–March 1988)

Frequency of service generally varies from four to 20 minutes during the a.m. and p.m. commute periods; midday (9:00 a.m. to 4:00 p.m.) service generally ranges from seven to 30 minutes./6/ The most recent data on p.m. peak-period load factors for AC Transit lines serving the Berkeley downtown area indicate that they range from 0.19 to 0.81. AC Transit has a service objective of a maximum peak-period load factor of 1.25. Table 6 gives the latest available load factors for AC Transit lines at cordon stations around the downtown area during the p.m. peak period.

The University operates shuttle services that connect the central campus to various locations. Frequent (seven- to ten-minute) service is provided between the Berkeley

TABLE 6: AC TRANSIT WEEKDAY LOAD FACTORS FOR P.M. PEAK-PERIOD ROUTES SERVING THE DOWNTOWN AREA/a/

<u>Cordon Station</u>	<u>Route</u>	<u>Capacity (Seats)</u>	<u>Passengers</u>	<u>Load Factor/b/</u>
Shattuck at Dwight	33,37 43,F	1,320	470	0.35
Warring at Parker	37U,65	336	65	0.19
College at Parker	51	576	470	0.82
Telegraph at Derby	40	528	240	0.45
Martin L. King at Dwight	15	480	150	0.31
Martin L. King at Hearst	7,67	840	230	0.27
University at Martin Luther King	37,43,51	1,200	920	0.77
Shattuck at Hearst	33,F	1,104	430	0.39

/a/ For outbound direction during the 4:00 to 6:00 p.m. period.

/b/ Load factor is the number of passengers divided by the number of seats.

SOURCE: City of Berkeley, 2161 Allston Way Office and Retail Building EIR, June 1988.

BART station and Hearst Mining Circle, via University Drive, which transects the central campus. This Campus Route is coordinated with service on the Hill Route, which connects Hearst Mining Circle to outlying facilities such as Lawrence Hall of Science and the Math Sciences Research Institute. The Hill Route operates at 30-minute intervals. A perimeter shuttle connects Hearst Mining Circle to major parking facilities on the north and south sides of campus.

IMPACT

1. Future Parking Supply and Demand

Future parking supply and demand for the study area have been estimated for two separate buildout periods. As Residential Permit Parking (RPP) for the entire "doughnut" area is proposed for implementation by the end of 1989, short-range future parking demand is defined as conditions that will occur by the end of 1989, and long-range future parking demand refers to conditions that will occur after 1989. The purpose of separating future conditions into these two buildout periods is to use short-range parking demand for the estimation of baseline conditions in the determination of project impacts, and to use long-range parking demand for the determination of cumulative impacts related to the project.

Short Range. Parking demand conditions, within the study area, have been estimated to the end of 1989, based on existing parking conditions and new parking demand which will affect the study area prior to implementation of the project. Existing parking conditions have been estimated based on the results of field surveys, as discussed in the Setting Section of this Chapter. New parking demand, which will affect the study area in the short-range period, includes unmet demand from new office development within the study area and from new development at the UC Berkeley campus scheduled for occupancy by the end of 1989.

Table 7 shows the parking demand added from short-range future development within the study area. The locations of these projects are shown in Figures 7a and 7b. A total of four projects have been identified by the City of Berkeley for occupancy prior to the end of 1989. Three of these are already partially occupied. Two of the projects (Oxford Court and ELS) include no new parking supply; for those, the demand for parking expected to be generated by the remaining vacant spaces was included in the estimation of net parking demand. The remaining partially occupied project (Golden Bear) will provide 329 spaces. The net parking demand for this project includes the amount of expected demand over and above these 329 spaces. These three projects, together with the fourth, unoccupied, project (Central Bank Renovation at 2187 Shattuck), will result in a net parking demand of about 95 spaces by the time of RPP implementation.

TABLE 7: SHORT-RANGE FUTURE PARKING DEMAND

Project	Use	Size	Peak-Parking Demand Rate/a/	Parking Demand in Spaces	Vacancy Rate/b/	Gross Demand	Mode Reduction Factor/c/	Mode Adjusted Gross Demand	Parking Supply Added by Project	Net Parking Demand in Spaces
<u>City of Berkeley</u> <u>Development/d/:</u>										
Oxford Court	Office	20 ksf/e/	2.79/ksf	56	20%	11	0.6	7		
	Retail	4 ksf	3.23/ksf	13	20%	3	0.8	2		
Subtotal				69		14		9	0	9
ELS Building	Office	28 ksf	2.79/ksf	78	35%	27	0.6	16		
	Retail	20 ksf	3.23/ksf	65	35%	23	0.8	18		
Subtotal				143		50		34	0	34
Golden Bear	Office	178 ksf	2.79/ksf	497	30%	497	/h/ 0.6	298		
	Retail	22 ksf	3.23/ksf	71	100%	71	/h/ 0.8	57		
Subtotal				568		568		355	329	26 /i/
Central Bank Renovation (2187 Shattuck)	Retail	10.2 ksf	3.23/ksf	32	100%	32	0.8	26	0	26
Total										95
<u>UCB Development/f/:</u>										
Northwest Facility						0			469	-469
Elimination of Surface Spaces									-220	220
● Foothills Student Housing/g/						0			-128	128
Total										-121
GRAND TOTAL										-26

/a/ Parking demand rates from Institute of Transportation Engineers, Parking Generation, Second Edition, 1987.

Rates based on suburban office and retail uses.

/b/ Based on partial occupancy of building at the time parking surveys were taken.

/c/ Parking demand adjusted to account for mode choices characteristic of Berkeley; Berkeley has a higher transit ridership than most suburban locations.

/d/ City of Berkeley projects are from City of Berkeley Planning Staff.

/e/ ksf = 1,000 square feet.

/f/ UC Berkeley development figures from UC Berkeley, Campus Planning Office.

● /g/ UC Berkeley, Foothills Student Housing Project, Final EIR, February 1988.

/h/ Gross demand does not reflect vacancy rate.

/i/ This figure represents likely spillover to off-site parking areas based on fully occupied project and only project-generated parking in on-site lot.

SOURCE: Wilbur Smith Associates



FIGURE 7a
LOCATION OF CUMULATIVE DEVELOPMENT
(NORTH OF UNIVERSITY AVENUE)

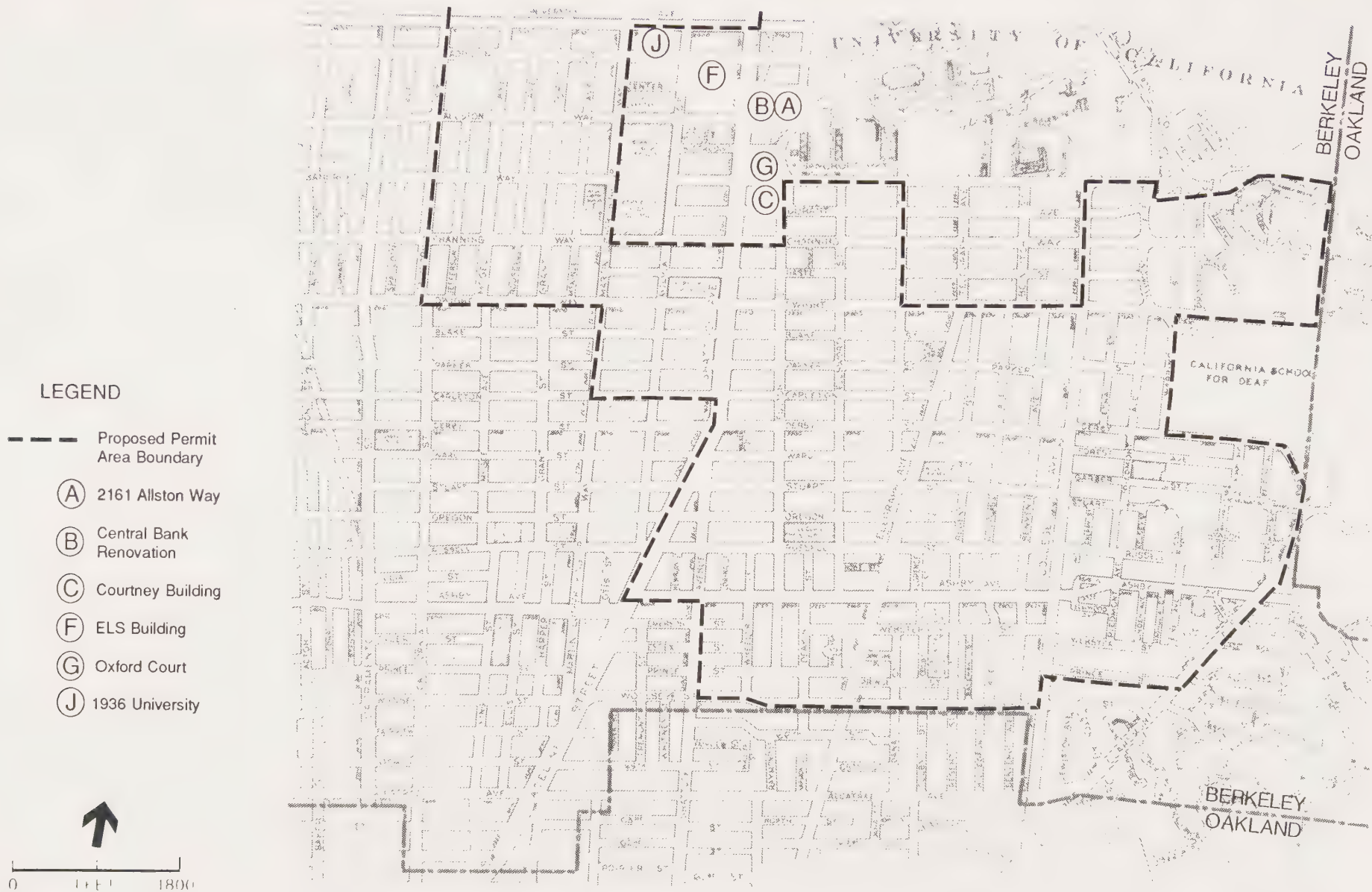


FIGURE 7b
LOCATION OF CUMULATIVE DEVELOPMENT
(SOUTH OF UNIVERSITY AVENUE)

SOURCE: City of Berkeley Planning and Community Development Department

III. Environmental Setting, Impacts and Mitigations

Development at UC Berkeley was considered, and information was obtained from the UC Berkeley Planning Office, the Campus Transportation Plan and the Foothills Student

- Housing Project Final EIR. /7,8,9/ For the several projects currently under construction and being planned at the campus, no employment or enrollment increases are projected. Construction of a new housing facility (Foothills), however, will result in some increased parking demand. Additionally, new construction will result in the removal of some parking lots on campus, and the construction of a new parking facility. Between April 1988 (when the parking surveys were conducted) and the end of 1989 (implementation of the project), approximately 220 surface spaces will be removed from the campus, 469 spaces will be added at the Northwest Parking facility, and an unmet demand for 128
- spaces will be created by the Foothills student housing project. This will result in a net increase of about 120 spaces on the campus from short-term University projects.

UC Berkeley's net increase in parking supply would result in a decrease in university parking demand for on-street spaces within the study area at the end of 1989. As City of Berkeley projects would add a net new demand for 95 spaces and UC Berkeley would produce a net increase of about 80 off-street parking spaces, net on-street parking demand would be increased by about 15 spaces within the study area at the end of 1989.

The increase in demand of 15 spaces will not significantly affect the current average midday 70% occupancy rate. However, occupancy rates of some subareas will vary. On the assumption that the net increase in parking demand generated by each short-range project in Berkeley's downtown is allocated to the subarea nearest the project, occupancy in Subarea E1 will increase by about 60 spaces, resulting in change from its current occupancy level of 71% to 74%, and occupancy in Subarea C1 will increase by about 35 spaces, resulting in a change from its current 82% occupancy level to 85%. The increase in supply of off-street university parking (about 80 spaces) will most likely have little effect on reducing occupancies in subareas near the University, as the high occupancy rates in these subareas indicate that there is unmet parking demand.

Long Range. Parking conditions in the long-range period have been calculated for purposes of analyzing cumulative impacts (see Table 8). Four projects that would be constructed after 1989 have been identified by the City of Berkeley. These include the Courtney Building, the Oxford House, 1936 University Avenue, and 2161 Allston Way (the locations of these projects are also shown in Figures 7a and 7b). These projects would

TABLE 8: LONG-RANGE FUTURE PARKING DEMAND

<u>Project</u>	<u>Use</u>	<u>Size</u>	<u>Peak-Parking Demand Rate/a/</u>	<u>Parking Demand in Spaces</u>	<u>Mode Reduction Factor/b/</u>	<u>Mode Adjusted Gross Demand</u>	<u>Parking Supply Added by Project</u>	<u>Net Parking Demand in Spaces</u>
<u>City of Berkeley</u>								
<u>Development/c/:</u>								
Courtney Bldg	Office	85 ksf/d/	2.79/ksf	237	0.6	142		
	Retail	12 ksf	3.23/ksf	<u>39</u>	0.8	<u>31</u>		
Subtotal				276		173	195	-22
2161 Allston	Office	35.8 ksf	2.79/ksf	100	0.6	60		
	Retail	4.2 ksf	3.23/ksf	<u>14</u>	0.8	<u>11</u>		
Subtotal				114		71	53	+18
1936 University	Office	40 ksf	2.79/ksf	112	0.6	67		
	Retail	20 ksf	3.23/ksf	<u>65</u>	0.8	<u>52</u>		
Subtotal				177		119	67	+52
Oxford House	Resid'l	34 du	1.04/du	35	1.0	<u>35</u>	<u>34</u>	<u>+1</u>
Total						388	349	+49
<u>UCB Development/e/:</u>								
Various additions and deletions within the study area (1989-1997)								-340
GRAND TOTAL								-291

/a/ Parking demand rates from Institute of Transportation Engineers, Parking Generation, Second Edition, 1987. Rates based on suburban office and retail uses.

/b/ Parking demand adjusted to account mode choices characteristics of Berkeley; Berkeley has a higher transit ridership than most suburban locations.

/c/ City of Berkeley projects are from City of Berkeley Planning Staff.

/d/ ksf = 1,000 square feet.

/e/ UC Berkeley development figures from UC Berkeley, Campus Planning Office.

SOURCE: Wilbur Smith Associates

III. Environmental Setting, Impacts and Mitigations

add a combined total of about 350 new off-street parking spaces to the downtown area and would create a demand for about 400 parking spaces, a net increase in demand of about 50 spaces. UC Berkeley projects no increase in employment or enrollment for the period from 1989 to 1997: it does, however, project yearly additions to and deletions from the parking supply provided on campus.^{7,8/} During the period from 1989 to 1997, UC Berkeley plans to add a net total of 740 off-street parking spaces; 400 of these spaces would be in off-campus satellite lots (outside of the study area) connected to the campus by a shuttle. Thus, university long-range plans call for an increase of 340 net new off-street parking spaces within the study area. The net result would be a decrease in demand of about 290 spaces within the study area.

- To provide an assessment of potential parking impacts from short-range and long-range University development, if overall employment density on campus remains constant (i.e., if newly-built space will have the same employment density as existing built space), an alternative analysis was undertaken.
- Existing employment density is 1.75 employees per 1,000 gross square feet of built space, based on current campus employment of 13,495 employees (from the Campus Transportation Plan) and current built space of 7.7 million square feet (from the 1987-1990 Berkeley Campus Capital Improvement Program). Parking demand from short- and long-range campus building projects was calculated with the employment density estimate listed above, 59% auto mode share and 67% peak daytime attendance^{8/}
- Short-Range Parking Demand. On the basis of the project list from the Foothills Student Housing EIR, 425,000 gross square feet will be built by the end of 1989, including the Life Sciences Addition. Based on the existing employment density, auto mode share and peak attendance factors listed above, the buildings would generate about 744 new employees and a demand for about 294 parking spaces. Given UC-projected employment levels, a net decrease in parking demand of 121 spaces for the campus will result. If, however, UC employment grows (i.e., if it continues at existing density levels), a net increase in parking demand of 173 spaces will result.
- It is assumed that all 173 parkers would be non-residents of the "doughnut", and would add to those campus employees 'parked off' by RPP. Of the 173, about 60 would switch to transit, and the remainder would find some other mode of commute, move their car every two hours, or have other behavioral response.

III. Environmental Setting, Impacts and Mitigations

- Long-Range Parking Demand. As discussed above, based on the projections of no additional employment and the planned additions to campus parking supply, a net decrease in demand of 340 spaces would result from the building plans for the campus as reported in the Campus Transportation Plan" and a net decrease in demand of about 290 spaces within the study area.
- If employment increases to current employment density for the campus as a whole as building proceeds, long-range building projects will result in 520,000 gross square feet of built space, about 910 employees, and a demand for about 360 parking spaces. Adding the 173 spaces in short-range demand, and subtracting the 290-space surplus calculated for the original, constant-employment scenario, a net demand increase of about 243 spaces would result in the long run. Again, these parkers would primarily be commuters to the campus, and would add to the number 'parked off' by RPP."

2. Parking Displacement

The first step in the determination of the impacts of the Residential Permit Parking (RPP) program was to determine the number of parkers who would be displaced as a result of implementation of the project. Displaced parkers are those parkers who would be forced to alter their typical location of parking and/or their travel pattern as a result of the project. Daytime parkers currently parking in the proposed RPP areas (A1, A2, C1, E1, and 1-5) for periods longer than two hours would no longer be able to park in those areas after implementation of the RPP program.

The number of parkers who would be displaced in each of the proposed RPP areas is shown in Table 9. Two different methods were used in the calculation of displaced parkers. For Areas 1, 2 and 4, parking turnover counts and day/night surveys were conducted, as described in the Setting Section. This information was used in the calculation of displaced parkers for these areas. The percentage of non-residents parking for greater than two hours was determined from these surveys for these three areas and is shown in Table 9. This percentage was then applied to the basecase number of spaces occupied, to derive the number of parkers displaced. A daily total of about 996 parkers would be displaced in these three areas as a result of implementation of RPP.

III. Environmental Setting, Impacts and Mitigations

New parking turnover counts and day/night residency surveys were not performed for Areas 3, 5, A1, A2, C1, and E1 because of the availability of earlier data (Table 2, p. III-6). To determine parking displacement in these six areas, an occupancy reduction factor was used to account for the effects of RPP. This factor was derived by use of pre-

TABLE 9: PARKERS DISPLACED BY PROJECT IN PROPOSED RPP AREAS

METHOD 1:

<u>Area</u>	<u>Number of Spaces</u>	<u>Baseline Spaces Occupied</u>	<u>Non-Residents Parking More Than Two Hours/a/</u>	<u>Displaced Parkers</u>	<u>Pre-Project Occupancy</u>	<u>Post-Project Occupancy/b/</u>
1	569	609	43%	262	107%	61%
2	744	722	36%	260	97%	62%
4	905	878	54%	<u>474</u>	97%	45%
Subtotal				996		

METHOD 2:

<u>Area</u>	<u>Number of Spaces</u>	<u>Baseline Spaces Occupied/c/</u>	<u>Percent Reduced/d/</u>	<u>Displaced Parkers</u>	<u>Pre-Project Occupancy</u>	<u>Post-Project Occupancy/b/</u>
3	1,989	1,713	30%	514	86%	60%
5	1,477	1,453	30%	436	98%	69%
A1	641	432	37%	160	67%	42%
A2	472	344	37%	127	73%	46%
C1	1,125	954	37%	353	85%	53%
E1	2,161	1,597	37%	<u>591</u>	74%	47%
Subtotal				2,181		
TOTAL				3,177		

/a/ Based on turnover and day/night surveys.

/b/ These occupancy levels represent the theoretically largest reduction that could occur as a result of displaced long-term parkers. The post-project occupancy levels in the proposed RPP areas, however, would likely be higher than these since the newly available spaces could be used, for example, by short-term parkers and by long-term parkers who could move their cars every two hours.

/c/ Includes addition of demand from short-range projects for Subareas C1 and E1.

/d/ Based on average reduction in existing RPP areas (see Table 2, p. III-6), with adjustments for Subareas 3 and 5.

SOURCE: Wilbur Smith Associates

III. Environmental Setting, Impacts and Mitigations

and post-RPP occupancy surveys conducted for existing RPP areas and averaging the percentage change. Table 2 shows the results of the pre- and post-RPP surveys. As shown, occupancy changes observed in existing RPP areas range from 19% in Area E to 53% in Area D, with a 37% average change in the number of occupied spaces after RPP implementation. This 37% reduction factor was used to estimate parking displacement in the proposed permit areas with two exceptions. Areas 3 and 5 are more densely developed, closer to campus, and Area 5 contains commercial uses; therefore, these areas most likely have a higher proportion of residents and short-term parkers. A 30% reduction factor was assumed and used for these two subareas. Within these six new areas, RPP would displace a total of about 2,180 parkers. Within the entire "doughnut" area, a total of about 3,180 parkers would be displaced as a result of the project.

Table 9 shows the pre- and post-project occupancy for each of the nine proposed RPP areas. The post-project occupancy is based on the existing occupancy less those parkers who would be displaced. As long-term parkers are displaced, spaces are freed up for short-term parkers. Therefore, occupancies in areas where there is a high demand for short-term parking may be higher than is indicated in this table. Another consequence of spaces' being freed up after RPP designation is that the ability of a long-term parker to move his/her car every two hours is increased, especially in areas with very high existing occupancy levels. This could result in higher post-project occupancies than are indicated in Table 9 as well.

Displaced parkers were determined to be members of four significant groups, consisting of UC Berkeley (UCB) students, UCB employees, Berkeley Central Business District (CBD) employees, and employees in other portions of Berkeley, such as the Sather Gate and North Shattuck commercial areas. The total displaced parkers that belongs to each group has been estimated from several sources, including the UCB survey of Housing and Transportation/10/, the City of Berkeley Downtown Plan/11/, a survey conducted by the Berkeley Chamber of Commerce/12/, a survey of business licenses/13/, and the UC Berkeley Campus Transportation Plan./8/ The basic approach in making these estimates was to: 1) estimate the total population of each user group; 2) estimate the percentage of drivers in each user group; 3) calculate gross parking demand based on the number of drivers; 4) adjust the gross parking demand to account for off-street parking supply; and 5) calculate net parking demand for on-street spaces. The results of this process are in Table 10. The total number of displaced parkers using this method is about 3,520, slightly higher than the total using the occupancy reduction factors.

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TABLE 10: ESTIMATES OF DISPLACED PARKERS BY USER GROUP

User Group	Number	Percent Drive	Peak Attendance Factor/a/	Gross Parking Demand	Off-Street Parking Supply	Net Parking Demand	% of Total
UCB Students Commuters/b/	17,400 /c/	24% /c/	70% /d/	2,923	1,400 /e/	1,523	43%
UCB Employees	13,495 /d/	59% /f/	67% /d/	5,335	5,090	245	7%
CBD Employees	7,000 /g/	60% /h/	85% /i/	3,570	2,325 /j/	1,245	35%
Other Employees							
North Shattuck	995	59%	75%	440	199	241	7%
Sather Gate	1,105	59%	75%	489	221	268	8%
Subtotal	2,100 /k/			929	420 /i/	509	15%
GRAND TOTAL						3,522	100%

- /a/ Peak Attendance Factor = percentage of total users who are likely to park during the peak hour.
- /b/ UCB student commuters = university students living one-half mile or greater from campus (largely outside the "doughnut").
- /c/ Student Housing and Transportation Survey, Winter 1984.
- /d/ UC Berkeley, Campus Transportation Plan, September 1987.
- /e/ Current student fee lot spaces (adjusted for occupancy, and for loss of spaces due to construction of Foothills Student Housing project) plus students currently parking in non-UCB paid lots.
- /f/ UC Berkeley, Campus Transportation Plan, including drive alones and drivers in carpools.
- /g/ Berkeley TRiP estimate.
- /h/ Berkeley Chamber of Commerce Downtown Transportation Survey, May 1987. Includes drive alones, and car and vanpool drivers.
- /i/ Wilbur Smith Associates estimate.
- /j/ Occupied public and private off-street spaces used by employees (Berkeley Downtown Plan, assuming 90% occupancy), plus the number of workers using on-street meters (based on Chamber of Commerce survey, May 1987).
- /k/ Based on the number of business licenses (from "Survey of Business Licenses", City of Berkeley Planning Office, 1984), assuming five employees per business.

SOURCE: Wilbur Smith Associates

III. Environmental Setting, Impacts and Mitigations

Since the estimates made using the occupancy reduction factors reflect what has actually happened in existing RPP areas, and because the estimates by user group depend on so many data sources and assumptions, the occupancy reduction factor method was used in this analysis. However, the proportions of user groups, derived from Table 10, were applied to the number of displaced parkers determined by the occupancy reduction method, in order to estimate displaced parkers belonging to the four user groups (see Table 11).

3. Effect on Mode Choice

The next step in the determination of the impacts of the Residential Permit Parking (RPP) program was to evaluate how the approximately 3,180 displaced parkers would alter their behavior. These parkers will be forced to evaluate their mode of travel. There are many options available to these displaced parkers. Each can: 1) continue to park in the RPP area and risk getting a ticket; 2) continue to park in the RPP area and move his/her car every two hours to avoid getting a ticket; 3) continue to drive to Berkeley, park all-day in areas just outside the "doughnut" area and walk to his/her final destinations; 4) find off-street parking within the "doughnut" area; 5) alter his/her mode of travel and take transit or organize carpools; 6) drive to an area outside the "doughnut" with convenient transit access to downtown Berkeley, park, and take transit; 7) have a friend or family member drop him/her off and/or pick him/her up (kiss-n-ride); or 8) change his/her job or school location and schedule. The effectiveness of the RPP program will depend on the degree of enforcement of parking restrictions. Upon implementation, many displaced parkers are expected to choose Option 1 (continue to park in the RPP area and risk getting a ticket). If these people do get a ticket, then they are likely to alter their behavior in the future. If they do not get a ticket, then they are likely to continue to park in RPP areas. Therefore, the impact of the RPP program on mode choice would have a strong correlation with the amount of enforcement provided. The attractiveness of each of these alternatives for each of the four user groups has been evaluated qualitatively. The results are discussed below and presented in Table 12, p. III-31.

Student Commuters. The most likely option for a student commuter would be to park outside the "doughnut" area and walk to the campus. Many students currently driving to school must already park and walk long distances, indicating that students are willing to

TABLE 11: DISPLACED PARKERS BY SUBGROUP

<u>User Group</u>	<u>Percent Displaced</u>	<u>Number Displaced</u>
UCB Employees/a/	7	222
CBD Employees/b/	35	1,112
Other Employees		
North Shattuck	7	222
Sather Gate	8	255
Subtotal	15	477
UCB Students/a/	43	1,366
TOTAL		3,177

/a/ UCB = University of California at Berkeley
 /b/ CBD = Downtown Central Business District.

SOURCE: Wilbur Smith Associates

walk. Other probable solutions for students would be to switch to transit or drive to a nearby transit stop (outside the "doughnut" area), park, and take transit to campus. Moving his/her car every two hours could be an option for a student (although unlikely), as most students have breaks in between classes. Changing activity would also be somewhat of an option for students as they have some control over their schedule; some students may choose to take evening classes in order to avoid the two-hour parking restrictions of the RPP areas.

UCB Employees. The most likely option for these employees would be to switch to transit. Carpools would most likely not be an option, as the restrictions of RPP would still apply; however, if more incentives were provided to encourage carpooling (such as provision of preferential parking for carpoolers on Central Campus), this would become a more viable option. Employees are probably less likely to walk to outlying parking areas than are students, but this is still a probable solution. Other probable solutions include parking at nearby transit stops and parking at off-street locations.

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TABLE 12: RESPONSE TO MODE OPTIONS WITH RESIDENTIAL PERMIT PARKING BY SUBGROUP

<u>Option</u>	<u>Student Commuters</u>	<u>University Employees</u>	<u>CBD/a/ Employees</u>	<u>Other Employees</u>
1. Risk ticket	1	1	1	1
2. Move every two hours	2	1	3	3
3. Park outside permit area and walk	4	3	3	4
4. Park off-street	2	3	3	2
5. Change mode to transit or carpool	3	4	3	3
6. Park and take transit	3	3	3	2
7. Kiss-'n-Ride	1	2	2	2
8. Change activity	2	1	1	1

0 = No Response

1 = Highly Unlikely

2 = Unlikely

3 = Probable

4 = Very Likely

5 = Highly Likely

6 = Absolute

/a/ CBD = Downtown Central Business District.

SOURCE: Wilbur Smith Associates

CBD Employees. Probable solutions for this group of employees are weighted equally among parking outside the "doughnut" area and walking, parking off-street, changing mode to transit, moving every two hours, and parking at a nearby transit stop. As with UCB employees, carpooling would be a viable option if more incentives were provided to allow parking for ridesharing vehicles. Risking getting a ticket and changing activity are highly unlikely options for this group. Kiss-n-ride activity is unlikely but still possible for this group.

Other Employees. These employees would most likely park outside the "doughnut" area and walk to their destinations, given that these employees most likely work in areas closer to unrestricted parking than employees of UC Berkeley or in the downtown area. The second most attractive option for these employees is to switch modes to transit.

4. Spillover Effect

- Spillover effects could occur in two ways under the RPP Program: firstly, from implementation of RPP which would result from people parking in areas adjacent to the RPP areas. This would occur to the extent that displaced parkers choose to continue to drive and park in these areas. Secondly, spillover could occur as a result of a neighborhood designated as RPP choosing to opt out of the Program. The areas affected by the first condition, and the degree to which they would be affected have been estimated.

It has been assumed that most students and employees who currently park on-street would be willing to walk up to 20 minutes to their destinations in order to continue to park in free on-street spaces. Twenty-minute walking distances from the four user group destinations are shown on Figures 8a and 8b. The number of non-restricted, vacant spaces within the 20-minute walking distances (and within the study area) is shown for each subarea, in Table 13, p. III-35. There are a total of 2,363 unrestricted vacant available spaces within the study area. It is important to note that these numbers include only spaces within the study area. A 20-minute walking radius from the Berkeley CBD, the Sather Gate area and the North Shattuck area includes spaces outside of the study area; therefore the numbers in Table 13 for these user group destinations represent only a portion of the spaces available within a 20-minute walking radius. As shown in Figures 8a and 8b, a 20-minute walking radius from the UCB campus includes only spaces within the study area.

The number of displaced parkers by user group destination, who would park in areas adjacent to RPP areas, has been estimated in Table 14, p. III-36, using both high and low estimates and the available supply within a 20-minute walking radius. High estimates (Scenario #1) assume that 80% of that user group would be willing to walk up to 20 minutes to park free, while low estimates (Scenario #2) use a figure of 60%. As shown, UCB students and employees are constrained by the amount of available supply within a 20-minute walking distance from the campus. The table also implies that employees in

III. Environmental Setting, Impacts and Mitigations

the Sather Gate area would be constrained by supply; however, this would most likely not be the case, as there is available supply outside the study area, but within the 20-minute walking radius.

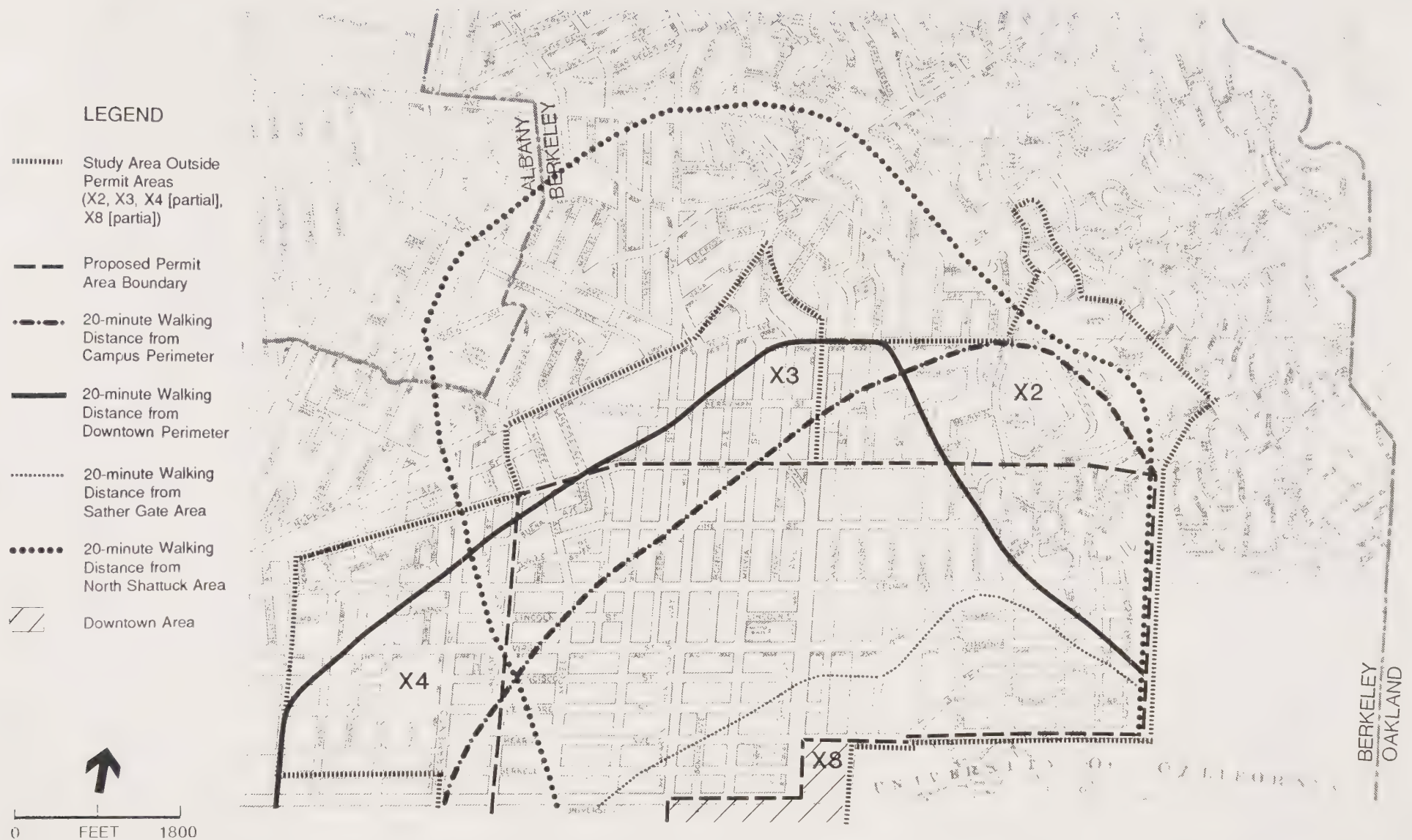


FIGURE 8a
WALKING DISTANCES
(NORTH OF UNIVERSITY AVENUE)

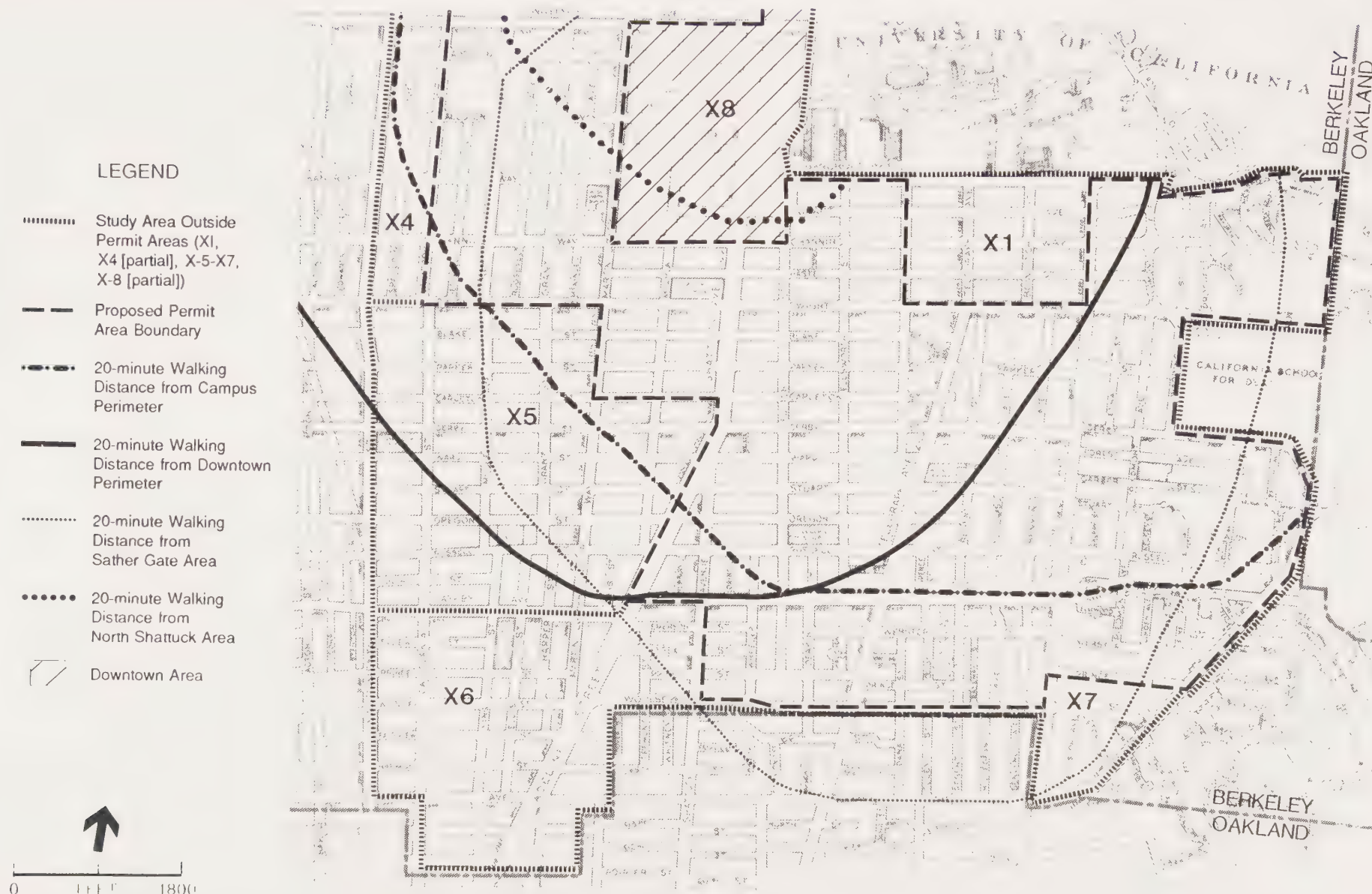


FIGURE 8b
WALKING DISTANCES
(SOUTH OF UNIVERSITY AVENUE)

TABLE 13: FREE SPACES WITHIN 20-MINUTE WALK FROM DISPLACED PARKERS' DESTINATIONS

<u>Area</u>	<u>Berkeley</u> <u>UCB/a/</u> <u>CBD/b/</u>	<u>Sather</u> <u>Gate</u>	<u>North</u> <u>Shattuck</u>	<u>Total</u>
X2	242	49	111	402
X3	12	120	259	391
X4	62	317	177	556
X5	<u>123</u>	<u>794</u>	<u>97</u>	<u>1,014</u>
TOTAL	439	1,280	547	2,363

/a/ UCB = University of California at Berkeley.

/b/ CBD = Downtown Central Business District.

SOURCE: Wilbur Smith Associates

The spillover effect of parking in adjacent subareas of the study area has been estimated and is presented in Table 15, p. III-37. As shown in this table, four of the eight subareas (X1-X8) would be affected significantly by parking. The effect on occupancy is given in Table 15 for Scenario #1 and #2. Effects on individual subareas are given described below.

Subarea X2. This subarea would be most affected by UCB students and UCB employees. Although there is a small portion of the this subarea within the 20-minute walking radius from the Berkeley CBD, area and the entire area is within a 20-minute walking distance from the North Shattuck commercial area, UCB students and staff would occupy most of the available spaces. The effect of RPP would be to add about 300 to 310 parked cars to this subarea and to increase the occupancy in this subarea from a current 53% to an estimated range of 86% to 88%.

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TABLE 14: USER GROUP RESPONSE TO PARKING DISPLACEMENT

User Group	Parkers Displaced	Park Outside the Doughnut and Walk		Left Over		Switch to Transit/b/	Left Over	
		Scenario/a/ #1	Scenario/a/ #2	Scenario #1	Scenario #2		Scenario #1	Scenario #2
UCB Student Commuters/c/	1,366	351	351	1,015	1,015	725	290	290
UCB Employees/c/	222	88	88	134	134	134	0	0
CBD Employees	1,112	890	667	222	445	188	34	257
Other Employees								
North Shattuck	222	178	133	44	89			
Sather Gate/c/	255	97	97	158	158			
Subtotal	477	275	230	202	247	61	141	186
	—	—	—	—	—	—	—	—
TOTAL	3,177	1,604	1,336	1,573	1,841	1,108	465	733

/a/ Scenario #1 assumes that 80% of the user group would be willing to walk up to 20 minutes to park free; Scenario #2 uses a figure of 60%.

/b/ Based on Berkeley TRiP Project. Final Report, 1982. Uses estimate of transit share increases caused by neighborhood permit parking for Berkeley. See 6. Transit, p. III-39, this EIR.

/c/ For UCB Student Commuters, UCB Employees and Other Employees in the Sather Gate area, the number of drivers projected to park outside the "doughnut" and walk to their destination is constrained by available parking space capacity.

SOURCE: Wilbur Smith Associates

Subarea X3. This subarea is at the fringes of 20-minute walking distances from UCB and the Berkeley CBD area and entirely within a 20-minute walking distance from the North Shattuck area. An estimated 140 to 180 parked cars would be added to this subarea, increasing the occupancy from an existing 63% to an estimated range of 76% to 80%.

Subarea X4. This subarea is at the fringes of 20-minute walking distances from UCB, the Berkeley CBD area and the North Shattuck area. Employees in the Berkeley CBD area

TABLE 15: SPILLOVER EFFECT IN NON-PERMIT AREAS OUTSIDE "DOUGHNUT"

Subarea	Spillover From:								Old Occupancy	New Occupancy	
	UC Berkeley	Berkeley CBD		North Shattuck		Sather Gate	Total			#2	#1
		Scenario #2	#1	Scenario #2	#1		Scenario #2	#1			
X2	242	26	34	28	36		296	312	53%	86%	88%
X3	12	62	84	63	85		137	181	63%	76%	80%
X4	62	165	220	42	57		269	339	66%	79%	83%
X5	<u>123</u>	<u>414</u>	<u>552</u>	—	—	<u>97</u>	<u>634</u>	<u>772</u>	49%	73%	79%
TOTAL	439	667	890	133	178	97	1,336	1,604			

/a/ Scenario #1 assumes that 80% of the user group would be willing to walk up to 20 minutes to park free; Scenario #2 uses a figure of 60%. (See Table 14, p. III-36).

SOURCE: Wilbur Smith Associates

would be the predominant group of new parkers in this area upon implementation of RPP. An estimated 270 to 340 new cars would be parked in this area, increasing the occupancy from an existing 66% to between 79% and 83%.

Subarea X5. The majority of this area is within a 20-minute walking radius of the Berkeley CBD area. Only small portions are within 20-minute walking distances of UCB and the Sather Gate area. Therefore, the majority of new parkers in this subarea, upon implementation of RPP, would be employees working in the Berkeley CBD area. A total of about 635 to 770 new parkers have been estimated for this area. This would increase the parking occupancy of this area from an existing 49% to between 73% and 79%.

Other Areas. As shown in Figures 8a and 8b, pp. III-33 to III-34, portions of Subareas X6 and X7 are at the fringes of the 20-minute walking radii for the Sather Gate area. These subareas would not be expected to be affected significantly by parking spillover, unless

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people are willing to walk more than 20 minutes to their destinations. There may be some spillover in Subarea 7, however, due to the proximity of Alta Bates Hospital. Subareas X1 and X8 would not be affected by spillover parking because of their lack of vacant unmetered spaces.

Other areas outside the study area could potentially be affected by parking spillover. Figures 8a and 8b show those areas outside the study area that are within 20 minute walking distances of user group destinations. Areas within Berkeley to the west of subarea X4 and to the north of subareas X2 and X3 and within Oakland to the south would most likely see an increase in parking occupancy. As these areas are at the fringes of 20-minute walking distances, increases would most likely not be significant.

Other potential parking spillover effects could result in areas near the "doughnut" that have convenient transit access to user group destinations. This will occur to the extent that displaced parkers choose to drive to an area, just outside the "doughnut," that is conveniently served by transit, then park and take transit into the "doughnut." Areas that may potentially experience this effect include the following:

- (1) Subarea X6 may be affected as displaced parkers may park in and around the Ashby BART Station and use BART to reach downtown. The BART station parking lot currently is at 100% occupancy/14/; thus, the effect would be to increase on-street occupancy in the area surrounding the BART station.
- (2) Subarea X4 may also be potentially affected, as displaced parkers would use the North Berkeley BART station to access downtown and the UCB campus.
- (3) other areas which may potentially experience this effect are those that are served conveniently by AC Transit bus lines, such as areas along University Avenue, west of the study area; along Telegraph and Shattuck Avenues, south of the study area; and along Shattuck Avenue, north of the study area.

The number of displaced parkers who may choose the option of parking in a nearby neighborhood and using transit as a shuttle can be estimated by an examination of Table 14, p. III-36. As shown, this table provides estimates of the number of displaced parkers who would respond to RPP by continuing to park and walk to their destinations; those who would switch to transit (these include people who would switch their entire mode to transit, not those who would use transit as a shuttle; this is discussed in 6. Transit); and those who would be left over. This left-over range is between 465 and 733 parkers and is the group which may potentially park in neighborhoods and use transit as a shuttle.

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Spillover from the option of residents to opt out of the RPP Program could occur under two circumstances, causing different spillover impacts:

1. In areas on the fringe of the "doughnut", neighborhoods who are not experiencing spillover to a significant degree may choose to opt out so as to not have to pay the permit fee. Under this circumstance, opting out would not cause an impact.
2. In areas within the designated "doughnut" area, residents may choose to opt out of the program for reasons of philosophical differences with the program, or if even with RPP, occupancy levels are high. This could happen in very dense areas. In these areas, residents who opt out would experience occupancy levels higher than if they remained in the RPP Program. This impact would not be able to be mitigated. If too many areas were to begin to opt out, the entire effectiveness of the program would have to be evaluated.

5. Project Phasing

As this is a program EIR, the impacts analyzed include the effects of implementing the RPP program within the entire "doughnut" area. However, implementation of RPP in all of the individual proposed areas will very likely not occur simultaneously. The main effects of phasing the implementation of the "doughnut" area would be spillover parking and high parking occupancies in the remaining proposed RPP areas. A person's impetus for switching modes, from driving and parking in surrounding residential neighborhoods to finding alternative travel methods, is based on the distance that the person must walk to his/her destination from available on-street parking. As some RPP areas will be implemented before others, there will continue to be available legal parking within relatively close distances during this interim period. Thus, people currently parking in areas which implement RPP in the beginning phases will search for long-term parking in other close-in areas (other proposed RPP areas not yet implemented), where parking would still be legal. The result would be to increase parking occupancies in those remaining proposed RPP areas. Most of these areas already have very high parking occupancies.

6. Transit

The number of displaced parkers who would switch to transit has been estimated, based on a sensitivity analysis conducted as part of the Berkeley TRiP Project./15/ The STEP sketch planning model estimated transit increases as a result of implementation of permit parking within one-quarter and one-half miles of major attractions in Berkeley. Increases in existing transit use ranged from 9.5% to 22%. As the "doughnut" ranges in distances between these two parameters, the mid-point of 15.75% was used and applied to the population of current transit riders within each user group. The results are shown in Table 14, p. III-36. An estimated total of about 1,110 people would switch to transit as a result of implementation of the proposed project. As discussed above, there would be additional people using transit who would park in areas close to downtown with convenient transit access. This could add as many as about 735 riders who would travel one BART stop or short distances on AC Transit lines. The total transit ridership increases from implementation of the project are estimated to be as high as about 1,840 riders. The Berkeley TRiP report breaks down ridership increases by BART and AC Transit. On the

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basis of ridership patterns of UCB students and downtown employees, it has been assumed that 60% of the ridership increases would be on BART and 40% on AC Transit./10, 12/ Thus, there would be about 1,105 new riders on BART and about 735 new riders on AC Transit.

Available transit capacity to Berkeley has been calculated for the peak direction during the p.m. peak hour (see Table 16). These available capacities are based on the existing capacities and load factors, and maximum acceptable load factors as described in the Setting section of this chapter. As shown in Table 16, there is capacity available for about 4,310 riders in the peak direction during the p.m. peak hour. Of this total capacity, there is capacity available for about 1,810 riders on BART and about 2,500 riders on AC Transit. This does not account for capacity available on lines in the non-peak direction or at times outside the p.m. peak hour. Trip generation rates for General Office Buildings are about 0.5 trips per employee during the p.m. peak hour; rates are not available for universities./16/ Based on the worst-case assumption that 50% of the displaced parkers using transit would travel during the p.m. peak hour, there would be a total increase of about 920 p.m. peak-hour transit riders from implementation of the project. Of these, about 550 would be on BART and about 370 on AC Transit. This increase represents about 21% of the total available capacity for p.m. peak hour, peak direction transit from Berkeley; about 30% of the available p.m. peak-hour, peak-direction BART capacity from Berkeley; and about 15% of the available p.m. peak-hour, peak-direction AC Transit capacity from Berkeley. Although this increase should be able to be accommodated by available capacity, peak loadings may result on some routes, especially the northbound Daly City / Richmond BART route.

7. Traffic Circulation

Implementation of RPP within the "doughnut" area could have some effects on localized traffic circulation within the study area and outside the study area. Traffic circulation in residential neighborhoods involving people searching for parking during the AM peak period would switch from those areas proposed for RPP to neighborhoods outside the "doughnut" within a 20-minute walking radius from parkers' destinations. These areas include subareas X2, X3, X4, and X6 along with portions of X7 and some other areas outside the "doughnut" area, as discussed under 5. Spillover Effects above. Thus, peak-hour volumes on local streets in proposed RPP areas would most likely decrease and

TABLE 16: AVAILABLE PEAK-HOUR PEAK-DIRECTION TRANSIT CAPACITY TO BERKELEY

<u>Line</u>		<u>Seats</u>	<u>Available Standing/a/</u>	<u>Total</u>
BART:				
Daly City / Richmond		0	882	882
Fremont/Richmond		353	574	927
Daly City / Concord /b/		<u>0</u>	<u>1,705</u> /b/	<u>1,705</u> /b/
BART TOTAL		353	1,456 /b/	1,809 /b/
AC TRANSIT:/c/				
<u>Cordon Station</u>				
33, 37, 43, F	Shattuck at Dwight	425	165	590
37U, 65	Warring at Parker	136	42	178
51	College at Parker	53	72	125
40	Telegraph at Derby	144	66	210
15	Martin L. King			
	at Dwight	165	60	225
7, 67	Martin L. King			
	at Hearst	305	105	410
37, 43, 51	University at			
	Martin L. King	140	150	290
33, F	Shattuck at Hearst	<u>337</u>	<u>138</u>	<u>475</u>
AC TRANSIT TOTAL		1,705	798	2,503
GRAND TOTAL		2,058	2,254	4,312

/a/ Based on acceptable load factor of 1.50 for BART and 1.25 for AC Transit.

/b/ Available capacity on the Daly City / Concord BART line (about 1,700 standing passengers) was not added to the total available transit capacity to Berkeley because this line does not serve the City of Berkeley directly; a transfer in Oakland is required.

/c/ AC Transit peak-hour availability is based on one-half of the peak-period capacity, and load factors, presented in Table 6, p. III-18.

SOURCE: Wilbur Smith Associates

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peak-hour volumes on some local streets outside the "doughnut" would most likely increase. Volumes may increase around the Ashby and North Berkeley BART stations as people use BART as a shuttle into the "doughnut" area. Volumes along Ashby Avenue (State Route 13) would not be expected to increase significantly.

Midday circulation in the "doughnut" could potentially increase with the project, as spaces would now be available for parkers using the retail services in downtown Berkeley. Many retail customers park for less than two hours and thus could park within RPP areas.

There may be some peak-hour circulation increases in the downtown area and near the campus involving people who would alter their behavior by being dropped off. These numbers would most likely not result in a significant increase in local traffic.

The most likely and extensive traffic effects of the project would be to shift peak-hour circulation away from the University and downtown, where background volumes are most concentrated. The project would most likely have little effect on altering overall levels of service at intersections.

8. Trapped Residents

Trapped residents are those residents who are surrounded by permit parking areas, but with little or no free on-street parking available to them. These residents are primarily in two areas within the "doughnut": Berkeley's downtown, and the area around Telegraph Avenue immediately south of the UCB campus (Subareas X1 and X8 in Figures 2a and 2b, pp. III-3 and III-4). Under the proposed implementation plan, these trapped residents would receive permits to park in a permit area near their residence.

As trapped residents will receive permits, no negative impact on them is expected due to implementation of the "doughnut" as proposed. In fact, trapped residents who live near existing permit areas may benefit from the proposed project, if they are allowed to park in the permit area. Currently this option is not available to them. Trapped residents would, however, affect permit areas adjacent to the area in which they live.

In the area south of campus (Subarea X1), trapped residents include students, occupants of residential hotels and others (non-students). On the basis of past experience in other

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existing permit areas, it is estimated that non-students in this area would purchase about 338 permits./17/ The University reports that a total of 2,863 students reside in the three dormitory complexes in this area. On the basis of estimates of car ownership and adjustments for the number of residence hall parking spaces provided in the area, approximately 328 students are likely to apply for permits. The total number of trapped residents applying for permits is therefore expected to be about 665. This number could potentially be higher, however, as the option of buying a permit and the availability of on-street parking could encourage more students to own cars and/or bring them to Berkeley.

Berkeley's downtown (Subarea X8) has far fewer trapped residents than the area south of campus. On the basis of past experience in other existing permit areas, it is estimated that a total of 57 permits would be sold to trapped residents in this subarea./17/

Table 17 shows the effect of allocating these permits to adjacent permit areas according to the proportion of estimated vacant spaces in those permit areas. The occupancy rates in seven of the nine areas would increase from the baseline estimate of occupancy without trapped residents; however, the resulting occupancy levels would remain below 75%. It should be noted that since the allocation of trapped residents was made according to the proportion of vacant spaces, those areas with the lowest occupancies experience the largest increases in occupancy.

Concern has been expressed that trapped residents, if given permits, would use up all available spaces in adjacent RPP areas, and thus conditions would not be improved for residents. As shown in this analysis, this would not be the case. It has been suggested that providing additional on-street spaces be explored through relocating or eliminating bicycle lanes, shortening red curbs, and allowing metered spaces to be used by RPP permit holders. As demonstrated herein, these measures would not be necessary. Bicycle lanes requested for removal include those along Channing Way, and South Ellsworth and Hearst Streets. These bike lanes provide access to the UCB campus and provide incentives for students and UCB staff to bicycle to the campus. Removal of these lanes would eliminate this incentive. Since a goal of the RPP, as well as the City's Master Plan, is to promote alternatives to automobile travel to the "doughnut" area, removal of bicycle lanes is not recommended.

TABLE 17: IMPACT OF TRAPPED RESIDENTS ON EXISTING AND PROPOSED PERMIT AREAS

Area	Total Supply of Free Spaces	Average Occupancy (%)		
		Before Project	After Project w/o Trapped Residents	After Project w/ Trapped Residents
1	569	107 /a/	61	65
2	744	97	62	72
3	1,989	86	60	70
E1	2,161	71	47	48
C1	1,125	82	53	54
B	1,136	65	65	73
C	404	76	76	76
D	1,584	37	37	52
E	535	87	87	87

/a/ Occupancy greater than 100% occurred in Area 1 because the length of curb permitted more vehicles (i.e., compact cars) to park legally than would be expected on the basis of the formula for the legal spaces per curb length.

SOURCE: Wilbur Smith Associates

9. Special User Groups

Because of constraints in their ability to modify travel patterns in response to implementation of the project, certain user groups may be affected by the proposed implementation plan. These groups include the elderly, the disabled, and employees of schools, churches and other community service organizations in residential neighborhoods.

For the elderly and disabled, mobility concerns and constraints may make the impact of the project especially severe. If persons with mobility limitations, and without "DP" license plates or windshield plaques, currently park in proposed permit areas in the course of their daily activities, implementation of the project may put the nearest legal available free parking out of an acceptable range. An example of this problem exists at the North Berkeley Senior Center, in RPP Area E.

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Currently, the 15 off-street spaces at the center are not adequate to meet peak demands. Many seniors who use the facility must park in nearby, non-permit areas and walk to the center. Since many classes and activities offered at the center last for longer than the two-hour limit, implementation of the project as proposed would mean that these seniors would have to find another mode of travel./18/

For disabled persons who have "DP" license plates or windshield plaques, the implementation of the project should have no negative effects, since their cars would continue to be exempt from the two-hour limit. In fact, these persons could benefit by having more open spaces in the permit areas than currently exist. Persons with temporary or permanent disabilities who have not secured special license plates or plaques could be affected negatively by the project.

Employees of schools, churches and other religious or community service organizations in residential areas could be affected, if the supply of off-street spaces available to them is inadequate.

10. Pedestrians

People displaced from proposed RPP areas who choose to park outside the "doughnut" area and then walk to their destinations would be walking a greater distance than they currently do. These pedestrians potentially would be exposed to more traffic as they cross streets along their routes. Pedestrian safety would not, however, be significantly affected by the project.

11. Cumulative Impacts

As discussed in 1. Future Parking Supply and Demand, p. III-19, parking demand created by future long-range development would be more than met by the additional supply created by that long-range development. In the long-range period, there would be an additional 290 off-street spaces available within the study area. Since this would allow more parkers to park off-street within the study area, spillover effects resulting from RPP designation would likely be reduced with cumulative development. The evaluation of long-range parking demand is based on an assumption that the only new parking demand will be created by new projects, and does not consider the demand-generating effects of

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redevelopment, conversion, and intensification of existing land uses. Secondly, the long-range evaluation assumes that current modal splits of commuters to the "doughnut" area will remain constant.

With cumulative development, there would be some increases in traffic volumes within the study area, but there would likely be no change in intersection levels of service as a result of the identified projects./19/ The RPP project would serve to offset some of these cumulative increases in traffic.

The cumulative impact on transit ridership would be negligible. BART system capacity is expected to increase by about 71% in the early 1990s. With both projected capacity increases and additional riders from cumulative development taken into account, BART load factors are expected to decline. Cumulative ridership increases will increase load factors on AC Transit lines serving Berkeley, but they would not exceed 1.00 passengers per seat on any route.

MITIGATION

Several measures are presented below which would mitigate the transportation and parking impacts of the proposed expansion of the Residential Permit Parking Program in Berkeley. These measures would decrease the identified impacts of spillover parking from the RPP "doughnut" and from project phasing, the impacts created by trapped residents parking in RPP areas, and the impacts on special user groups.

- To minimize the impacts of spillover effects into areas surrounding the "doughnut", occupancies of these areas should be monitored for several months after implementation, and residents in these surrounding areas should be polled, to determine if these areas should also be established as RPP areas.
- The entire "doughnut" area could be implemented simultaneously instead of implementing subareas in phases. This would mitigate the impacts from spillover of long-term parkers from initially designated RPP areas to remaining proposed RPP areas.
- On-street carpool zones should be designated to promote ridesharing as a mode of travel to the "doughnut" area. Carpools would be required to register with the City, or Berkeley TRiP, and pay a fee for this carpool permit; this would reduce use of these zones by non-ridesharing drivers.
- To promote commuting alternatives to single-person vehicles to be able to maintain the current modal split, the City should provide continued and expanded support to Berkeley TRiP.

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- Fringe parking facilities should be provided to further mitigate the impact of spillover parking. These facilities should be provided in areas conveniently served by transit, or a shuttle service that connects to downtown Berkeley and the UC campus should be provided. UC Berkeley is planning to provide 400 parking spaces in fringe parking areas and will connect these facilities to the campus by a shuttle. Other land is available in West Berkeley for additional facilities. West Berkeley has convenient access to I-80 and is convenient to transit lines with access to downtown Berkeley. The draft Berkeley Downtown Plan contains a recommendation that about
- 100 parking spaces be provided in satellite facilities. The City would work with the University to provide these fringe parking lots and provide a shuttle. The specifics of this joint venture would be worked out between the two parties.
- To minimize the potential impact of trapped residents' significantly increasing occupancies in RPP areas, permits should be issued to these residents in adjacent RPP areas according to the proportion of estimated vacant spaces located in those areas. After a six-month period, occupancy levels should be surveyed, and assigned RPP areas should be adjusted, as needed, to reduce unexpected effects of trapped residents.
- To minimize adverse effects of RPP on seniors, special permits could be issued to seniors in specific permit areas, based on demonstrated need.
- - The City should monitor the number of permits applied for by residents listing an address in a University housing project and by residents who have vehicles registered to addresses outside of the RPP area. If the rate of these permit applications exceeds that projected in the EIR, steps could be taken to revise RPP registration rules to require that a vehicle must have a registration indicating address of residence in the RPP area.

NOTES – Transportation and Parking

- /1/ Area A (Bateman), implemented in November 1981;
Area B (Willard), implemented in October 1984;
Area C (MAGNA), implemented in July 1986;
Area D (North Elmwood), implemented in December 1986; and
Area E (Golden Bear), implemented in March 1987.
- /2/ Areas A1 and A2, C1 and E1 would be, if implemented, part of the existing RPP Areas A, C and E, respectively. Areas 1 to 5 would be, if implemented, distinct RPP areas.
- /3/ City of Berkeley, Conditions Assessment and Strategies: Downtown Transportation Study, August 1986.
- /4/ City of Berkeley, Department of Public Works.
- /5/ BART Weekday Train Schedules, February 1987.
- /6/ AC Transit Basic Route Map, April 1988.
- /7/ Dorothy Walker, Associate Director of Campus Planning, UC Berkeley, telephone conversations, May 12, 19 and 20, 1988.

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- /8/ UC Berkeley, Campus Transportation Plan, September 1987.
- /9/ UC Berkeley, Foothills Student Housing Project Final EIR, February 1988.
- /10/ UC Berkeley Student Housing and Transportation Survey, Winter Quarter, 1984.
- /11/ City of Berkeley, Berkeley Draft Downtown Plan, February 1988.
- /12/ Berkeley Chamber of Commerce Survey of Downtown Employees, 1987.
- /13/ Survey of Business Licenses in Downtown Berkeley, Bruce Griesenbeck, 1984.
- /14/ Dale Fausel, BART Station Access Coordinator, meeting, April 25, 1988.
- /15/ Berkeley TRiP Project: Final Report, August 1982.
- /16/ Institute of Transportation Engineers, Trip Generation, Fourth Edition, 1987.
- /17/ City of Berkeley, Memorandum to City Council from Hal Cronkite, Acting City Manager, Attachment K, February 10, 1987.
- /18/ Suzanne Ryan, Director, North Berkeley Senior Center, telephone conversation, May 23, 1988.
- /19/ City of Berkeley, 2161 Allston Way Office and Retail Building EIR, June 1988.

B. AIR QUALITY

SETTING

1. Climate and Meteorology

The climate of Berkeley is shaped by the same forces that influence and control the overall weather patterns of the San Francisco Bay Area Air Basin. During the summer, the semi-permanent high-pressure zone of the eastern Pacific Ocean normally remains near the California coast. High-pressure systems characteristically supply dry air that warms as it descends. This dry, subsiding air often acts as a cap over the cooler marine air near the surface and restricts precipitation. Subsidence inversions (warm air above cool air) may be several thousand feet deep and, together with strong sunlight, can produce worst-case conditions for the formation of photochemical smog, of which the largest single component is ozone. In addition, summer winds are generally light and provide little ventilation of pollutant emissions. In the winter, the Pacific High high-pressure cell retreats southward, exposing the Bay area to numerous low-pressure storm systems. Between storms, however, there are periods of stagnation characterized by very light surface winds. Surface inversions, observed most often in the morning from October to February, are caused by radiation cooling of land surfaces, rather than subsiding air, but they, too, trap pollutant emissions close to the ground.

The City of Berkeley has an extremely mild climate. The prevailing westerly winds keep Berkeley well-ventilated, except during temperature inversions.^{/1/} In general, northwesterly winds generated by high-pressure cells in the Pacific are drawn through the Golden Gate and forced into a more westerly orientation. Once inside the Bay, this air mass is split and rechanneled by the East Bay hills, producing southwesterly winds at San Pablo and northwesterly winds at San Jose. At Oakland airport, long-term surface wind data show that the predominant wind direction is from the west-southwest to the west-northwest. The wind comes from these directions about 40 percent of the time; the mean wind speed is about ten miles per hour.^{/2/}

2. Air Quality Regulations, Plans, and Policies

Air quality is controlled through the attainment of ambient standards and enforcement of emission limits for individual sources. The federal Clean Air Act, as amended in 1977,

III. Environmental Setting, Impacts and Mitigations

required the U.S. Environmental Protection Agency (EPA) to identify National Ambient Air Quality Standards (NAAQS), which represent minimum air quality requirements that the states were to attain by 1987. NAAQS have been established for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), suspended particulate (PM₁₀), and lead (Pb). California has adopted, for the most part, more stringent ambient standards than the NAAQS for these "criteria" pollutants (i.e., those for which NAAQS have been established) and, in addition, has set ambient standards for sulfates, hydrogen sulfide, and vinyl chloride.

The Clean Air Act also required states to identify areas that are in nonattainment of the NAAQS and, subsequently, to develop State Implementation Plans (SIP) that discuss how these areas are to achieve attainment. The project area is located within the San Francisco Bay Area Air Basin, which has been designated an attainment area by the EPA for NO₂ and SO₂ but is still a nonattainment area for O₃ and CO.^{/3/} An Air Quality Plan for the Basin has been developed and adopted into the California SIP.^{/4/} The Plan describes the air pollution control strategies necessary to attain the NAAQS for CO and O₃.

Alameda County has been designated "Group III" with respect to the revised NAAQS for particulate matter. "Group III" refers to areas deemed by the EPA to have a low probability of being designated nonattainment when more PM₁₀ data has been collected, making a final determination possible. The current NAAQS applies to PM₁₀ (particles smaller than ten micrometers (microns) in diameter) while the NAAQS it replaced applied to total suspended particulate (TSP). The entire Bay area has been designated "Group III," except for Santa Clara County, which has been designated "Group II". "Group II" refers to areas deemed by the EPA to have a high probability of being designated nonattainment.

The Bay Area Air Quality Management District (BAAQMD) is the local agency empowered to regulate air quality. The BAAQMD's Air Quality Plan identifies air pollutant control strategies to attain mandated air quality standards. New development must be consistent with the strategies of the BAAQMD for reducing levels of CO, O₃, and PM₁₀ and for maintaining the levels of the other criteria pollutants: NO₂, SO₂, and Pb. The BAAQMD regulates air quality through both its permitting and planning activities.

3. Existing Air Quality

The BAAQMD operates a regional air quality monitoring network that provides information on average concentrations of pollutants for which state or federal agencies have established ambient air quality standards. Ambient air pollutant concentrations recorded near the project area rarely exceed federal or state air quality standards.

Table 18 is a five-year summary of monitoring data for these major pollutants compiled at the monitoring stations closest to the project area. There is no air quality monitoring station in Berkeley. Data presented are from the monitoring stations in Oakland (O_3 and CO) and the 13th Street station in the City of Richmond (TSP, lead, SO_2 , and NO_2).

Air pollutant concentrations are compared in Table 18 with the corresponding state ambient air quality standards, which are at least as stringent as the NAAQS. As shown, the area generally has good air quality, the only violations being occasional excesses of the ozone and total suspended particulate standards.

Ozone (O_3). The most severe air quality problem in the Bay area is high concentrations of O_3 . O_3 is not emitted directly into the atmosphere, but is a secondary pollutant produced through atmospheric photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x). Significant ozone generation requires about one to three hours in a stable atmosphere with strong sunlight. For this reason, the months of April to October are the "ozone season." Ozone is a regional pollutant because the ozone precursors are transported and diffused by wind concurrently with the reaction process.

Carbon Monoxide (CO). CO is an odorless, invisible gas usually formed as the result of incomplete combustion, or oxidation, of organic substances; complete combustion forms carbon dioxide. About 92% of the CO emitted in the Bay area comes from automobiles./5/ Ambient CO levels normally closely follow the spatial and temporal distributions of vehicular traffic. CO levels are also influenced by wind speed and atmospheric mixing.

Total Suspended Particulate (TSP). Suspended particulate consists of dust, less than 30 microns in diameter, that stays suspended in air for long periods. The largest sources of TSP are demolition, construction activity, and vehicular traffic. Both federal and state ambient standards for particulate matter have been revised to apply only to that fraction

TABLE 18: BERKELEY AIR POLLUTANT SUMMARY, 1982-1986/a/

Pollutant:	Standard/b/	1982	1983	1984	1985	1986
<u>Ozone (O₃: Oxidant)</u>						
Highest 1-hr average, ppm/c/	0.10	0.07	<u>0.12</u>	<u>0.11</u>	<u>0.12</u>	0.09
Number of standard excesses		0	<u>5</u>	<u>4</u>	<u>3</u>	0
<u>Carbon Monoxide (CO)</u>						
Highest 1-hr average, ppm	20.0	10	11	11	9	12
Number of standard excesses		0	0	0	0	0
Highest 8-hr average, ppm	9.0	7.5	7.3	8.0	4.3	7.5
Number of standard excesses		0	0	0	0	0
<u>Nitrogen Dioxide (NO₂)</u>						
Highest 1-hr average, ppm	0.25	0.11	0.10	0.15	0.11	0.13
Number of standard excesses		0	0	0	0	0
<u>Sulfur Dioxide (SO₂)</u>						
Highest 1-hr average, ppm	0.25	0.02	0.09	0.10	0.04	0.05
Number of standard excesses		0	0	0	0	0
<u>Total Suspended Particulate (TSP)</u>						
Highest 24-hr average, ug/m ³ /c/	100.0/d/	<u>125</u>	96	<u>142</u>	<u>125</u>	85
Number of standard excesses/e/		<u>2</u>	0	<u>3</u>	<u>2</u>	0
Annual Geometric Mean, ug/m ³	60.0/d/	50	46	56	53	38
Violation		No	No	No	No	No
<u>Lead (Pb)</u>						
Highest 30-day average, ug/m ³	1.50	0.37	0.34	0.36	0.15	0.16
Number of standard excesses/e/		0	0	0	0	0

/a/ The data presented in this table were recorded at the Oakland or Richmond (13th Street) monitoring stations. Ozone and carbon monoxide measurements are from the Oakland station, while the other pollutants (which are not measured in Oakland) are reported from the Richmond station.

/b/ State standard, not to be equaled or exceeded except for carbon monoxide and particulate standards, which are not to be exceeded. State standards are at least as stringent as the corresponding NAAQS.

/c/ ppm: parts per million; ug/m³: micrograms per cubic meter.

/d/ The California Air Resources Board (ARB) has redefined this standard to apply to "inhalable" particles only (i.e., those less than 10 microns in diameter). The new 24-hr standard is 50 ug/m³ and the new annual geometric mean is 30 ug/m³. Data on the particle size distribution of the TSP sampled at the Richmond monitoring station is unavailable. According to the ARB, however, the new standards are "reasonably equivalent" to the old standards shown in the above table (see BAAQMD, Air Currents, March 1983).

/e/ Measured every six days.

NOTE: Underlined values indicate excesses of applicable standards.

SOURCE: California Air Resources Board, Air Quality Data Summaries, 1982-1986.

of TSP less than 10 microns in diameter. This "respirable" fraction of TSP, referred to as PM_{10} , has been found to pose more of a health concern than the larger particles.

Nitrogen Dioxide (NO_2). NO_2 is the "whiskey brown" colored gas readily observed during periods of heavy air pollution. Nitrogen oxides from man-made sources are formed primarily from high-temperature combustion. The major sources of NO_2 are vehicular, residential, and industrial combustion. Ambient concentration standards for NO_2 are being met in the Bay area, and the BAAQMD does not expect these standards to be exceeded in the future.

Sulfur Dioxide (SO_2). The major source of SO_2 in the Air Basin is combustion of high-sulfur fuels. Ambient concentration standards for SO_2 are being met throughout the Bay area, and the BAAQMD does not expect these standards to be exceeded in the future.

4. Sensitive Receptors

Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because the young, the old, and the infirm are more susceptible to respiratory infections and other air-quality-related health problems than the general public.

Residential districts are sensitive to air pollutants because people, including the young and old, are at home for extended periods so exposure periods are long. Industrial and commercial districts are less sensitive to poor air quality because exposure periods are shorter and workers in these districts are, in general, the healthiest segment of the public. Recreational land uses are moderately sensitive to air pollution because, although exposure periods are generally short, vigorous exercise associated with recreation places a high demand on the human respiratory functions, which air pollution can impair. Noticeable air pollution also detracts from the recreational experience.

IMPACT

1. Regional Air Quality

Any changes in traffic patterns as a result of implementation of the Residential Permit Parking (RPP) Program are expected to have no impact upon regional air quality.

2. Local Air Quality

For projects, such as the one proposed, local air quality effects are associated with changes to CO levels along road segments that serve project traffic. CO concentrations normally consist of an area-wide background level, with micro-scale peaks superimposed by local sources. The background concentration is a function of area-wide traffic characteristics, while the local concentration is a function of traffic characteristics at the point of interest, such as heavily traveled roads and intersections.

The low levels of CO shown in Table 18 indicate that the CO background are generally quite low in the project area. Increases in traffic levels associated with the RPP program are unlikely to raise the background or local CO to concentrations which would exceed state standards. Except for very localized events lasting for only a few minutes, no measurable increases in CO would be generated by the project.

MITIGATION

No mitigation is required.

NOTES – Air Quality

- /1/ City of Berkeley, Berkeley Master Plan (Open Space, Conservation and Recreation Element), 1977.
- /2/ California Department of Water Resources, Wind in California, Bulletin No. 185, 1978.
- /3/ California Air Resources Board, "Attainment/Nonattainment Status," memorandum, October 7, 1985.
- /4/ Association of Bay Area Governments, Bay Area Air Quality Management District, and Metropolitan Transportation Commission, 1982 Bay Area Air Quality Plan, 1982.
- /5/ Bay Area Air Quality Management District, Air Quality Handbook, 1985-1986, 1985.

C. NOISE

SETTING

1. Existing Noise Levels and Noise Sources

The dominant outdoors noise source in the residential areas of Berkeley is vehicle traffic. When there is no traffic in these areas, background noise levels during the day are as low as 45 to 50 dBA. The sounds from bicycles and pedestrians are distinguishable in this setting. In areas with steady traffic, the background noise is as high as 70 dBA./1,2,3/ This noise level will cover up the noise of bicycles and pedestrians. Normal conversation becomes increasingly more difficult with background noise levels greater than 55 dBA. When background noise levels reach 70 dBA, a raised voice is necessary to be understood.

2. Plans and Policies

The Noise Element of the Berkeley Master Plan identifies sensitive areas as being schools, parks, hospitals and residential areas. Land use compatibility with noise is discussed in the Noise Element. Sensitive areas are affected if they are within a noise area greater than 65 dBA, L_{dn} . The Berkeley Master Plan notes that "most of Berkeley is impacted by noise. There are few areas in the city which do not exceed 65 dBA, L_{dn} ".

3. Noise Measurements

On Wednesday, May 18, 1988, three ten-minute noise measurements were taken between 8:00 a.m. and 9:00 a.m. Two of the measurements were in places not currently within permit parking areas, and one measurement was within permit Area B. A noise meter with automatic averaging was used for all measurements. All measurements were recorded near the northwest corners of intersections, approximately 50 feet from the centers of the intersections. The streets were all two-way streets and the noise meter clearly recorded noise from traffic in all directions.

The results of the noise measurements are shown in Table 19, p. III-57. The results were very similar for the two locations off Parker Street, one in a residential permit area (Area B) and one not in a residential permit area. The difference in L_{eqs} (dBA) of two

III. Environmental Setting, Impacts and Mitigations

decibels is generally not considered to be noticeable. The intersection of Virginia Street and Oxford Street, which had an L_{eq} of 69 dBA, was significantly noisier than either of the Parker Street intersections. This increased noise was the result of a steady flow of traffic in both directions along Virginia Street.

The noise from vehicles parking, leaving parking spaces and searching for parking spaces was minimal. Vehicles were observed leaving spaces in all three areas, but vehicles that were parked, or searching for parking spaces, were noted only along Oxford Street. The noise was also minimal for the vehicles parking and seeking parking places on Oxford Street. The noise was much less than the noise from vehicles traveling on Virginia Street.

IMPACT

There are several factors which indicate that the proposed Residential Parking Permit Program would not have a significant impact upon noise levels in new areas with permit parking or border areas with no parking permit restrictions. These factors include:

1. The noise of vehicles seeking for parking spaces, parking, or leaving parking spaces would be only a minor portion of the total noise in any area.
2. In general, vehicles seeking for parking spaces, parking or leaving parking spaces do not make loud noises. These activities are generally associated with low speeds. Vehicles having starting problems might make the most noise.
3. The hours of the permit parking restrictions generally would be 8:00 a.m. to 7:00 p.m. and would not overlap with the most sensitive sleeping hours, which are 11:00 p.m. to 6:00 a.m.

MITIGATION

No mitigation is required.

TABLE 19: RESULTS OF NOISE MEASUREMENTS IN PROJECT AREA/a/

Location/b/	Within a Current Permit Area	Time	Leq (dBA)	Lmax (dBA)	Observations
Northwest corner of Parker Street / Hillgass Avenue (2519 Parker)	Yes	8:00 am – 8:10 am	57	79	Very few vehicles.
Northwest corner of Parker / Dana Streets (2550 Dana)	No	8:20 am – 8:30 am	59	74	Very few vehicles.
Northwest corner of Virginia / Oxford Streets (1694 Oxford)	No	8:50 am – 9:00 am	69	84	Steady flow of vehicles.

/a/ Noise measurements by Environmental Science Associates on Wednesday, May 18, 1988.

/b/ All measurement locations were near the northwest corner of the intersection, approximately 50 feet from the center of the intersection. All measurements were 25 to 30 feet from the center of the nearest parallel street, with sidewalks between the meter and the street in every case.

SOURCE: Environmental Science Associates

NOTES – Noise

/1/ Noise is measured in units of decibels (dB), which is a logarithmic scale. The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. The normal range of human hearing extends from about three dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness; a two dBA increase is barely noticeable to most people.

/2/ Environmental noise fluctuates in intensity over time, and is typically described as a time-averaged noise level. The two descriptors of noise used herein are Leq and Ldn. Leq, the energy equivalent noise level, is a measure of the average energy content (intensity) of noise over a given period. Ldn, the day-night noise level, is an index based on a 24-hour average of the energy content of the noise, with a 10-dBA "penalty" added for nighttime noise (10:00 p.m. to 7:00 a.m.), to account for the greater sensitivity of people to noise during this period.

/3/ Based on observations by Environmental Science Associates during noise measurements on Wednesday, May 18, 1988.

D. PUBLIC SERVICES

SETTING

City of Berkeley governmental services associated with the Residential Permit Parking (RPP) program are required from administrative and enforcement staff. On-going staffing to oversee the existing five RPP areas (Areas A to E) entails one Intermediate Account Clerk and three to four Parking Enforcement persons. The former issue permits and respond to resident inquiries. The latter patrol the RPP areas as part of their parking enforcement duties and issue citations for RPP parking violations. Additional staff from the Public Works, and Planning and Community Development Departments allocate a minimal amount of time on program implementation.

The RPP program also generates revenues from the sale of permits (initial registration and renewals) and from citations for RPP and other violations. Although complete detailed records of costs and revenues associated with the RPP program are not available, the program currently does not appear to pay for itself and is subsidized with General Fund monies.

IMPACT

Designation of additional RPP areas would generate added costs and added revenue. City staff is in the midst of a detailed assessment of future personnel needs and permit fees to make the RPP program self-sufficient. Preliminary assessment indicates that the Parking Enforcement Division would need a total of four to six additional persons. The License and Collection Division would require two clerks to administer the "doughnut" area. New people would be hired as needed, not necessarily at the beginning of the process. One full-time person in the Public Works Department would be required to implement the project within the proposed schedule; i.e., by the end of 1989. Additional staff from Public Works would allocate a minimal amount of time on program implementation. To be self-sufficient, the program would require adequate enforcement of parking restrictions to generate funds from RPP citations.

The City currently does not have enough detailed records of costs in all areas. Detailed records are available for revenue from permit sales which by itself does not pay for the

III. Environmental Setting, Impacts and Mitigations

program costs identified. Cost and revenue from citations attributed to the program have been difficult to determine. The City citation revenue records, however, indicate no increase in total revenue collected from citations since implementation of RPP. This seems to support the continued need for General Fund subsidy, although not at a level significantly higher than existing.

MITIGATION

- The City could establish a tracking program of costs and revenues associated directly with the Residential Permit Parking program.

IV. REQUIRED CEQA CONSIDERATIONS

A. SIGNIFICANT UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

- Parking spillover into Subareas X2-X5 would increase occupancy levels in these areas to between 73% and 88%.

B. RELATIONSHIP BETWEEN SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The expansion of the Berkeley Residential Permit Parking (RPP) Program would not involve any construction activity, nor would it alter the physical configuration of the City's street system. As such, there would be no short-term gains achieved at the expense of long-term productivity. The RPP plan would be expected to increase transit use by commuters, thus decreasing consumption of fossil fuels.

C. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Approval of the proposed Residential Permit Parking (RPP) Implementation Plan would not result in irreversible significant impacts. The plan sets up criteria, guidelines and policies to be followed prior to designation of an area as an RPP district. These may be amended, however, as deemed necessary by the City Council, if unexpected adverse impacts occur from an RPP designation.

D. GROWTH-INDUCING IMPACT OF PROPOSED ACTION

Approval of the Residential Permit Parking (RPP) Implementation Plan would not attract new people to the area, and new employment would be limited to added administrative and enforcement personnel associated with the RPP program. The project would facilitate on-street parking for residents and selected special group non-residents. The implementation of the RPP program would therefore not be growth-inducing.

V. ALTERNATIVES TO THE PROPOSED PROJECT

1. NO PROJECT

Under the No-Project Alternative, there would be no expansion of the RPP program. Current RPP Areas A – E would continue to restrict long-term parking to residents of those areas, but no new areas would be designated.

If the "doughnut" plan were not implemented and current permit areas were left as they are, overall parking and circulation in the study area would not likely change significantly in the foreseeable future. This conclusion is based on findings presented in this report that the supply of parking spaces currently available is not expected to change significantly, and expected new development in the study area would likely provide sufficient parking to meet the parking demand it would generate.

However, while the amount of added development is not likely to increase demand for available parking spaces, travel patterns of people traveling to Berkeley may change in the future. Results from various surveys of employees both at the University and in Berkeley's Downtown suggest that, over the last fifteen years, the proportion of drive-alone commuters has increased slightly, and that of shared-ride commuters has decreased slightly. Continued change of this type was not factored into the analysis of future parking supply and demand. In the event that this trend continues, parking demand and traffic in the study area could increase.

Additionally, while the overall supply of spaces provided by the University to its faculty, staff, students and visitors is projected to increase only marginally over the next decade, the location of the spaces is expected to shift from central campus parking to parking on the periphery and in satellite lots. The response of employees and students of the University to this locational shift is not known, but in the absence of restrictions of on-street parking near the campus, fewer people are likely to use peripheral or satellite lots as opposed to free, on-street parking near the campus. The phasing of the University's additions and deletions to its parking supply is variable and has in fact changed considerably as plans for long-range development have progressed. The precise timing of University projects which would delete parking spaces, add parking spaces (both

V. Alternatives

surface and in garages), and increase utilization of attendant parking to increase supply, will have temporary impacts on areas immediately surrounding the campus. Finally, while the identified projects which were considered in the projections of short- and long-range changes in parking conditions are not expected to have a major impact on existing conditions, the analysis did not consider redevelopment, conversion and intensification of existing uses in the study area. These land use changes, if they were to occur, could further increase parking demand in the study area.

Future CO levels and noise would depend upon traffic patterns of people traveling in the project area. General changes in parking demand would have corresponding changes in CO levels and noise, both within the RPP areas and in spillover areas. Existing conditions would remain almost unchanged under this alternative. Compared to the project, slight increases in CO levels (not measurable) and noise would occur in proposed RPP areas that would not become RPP areas.

2. RPP ORDINANCE REPEAL

Under the RPP Ordinance Repeal Alternative, the existing RPP enabling ordinance would be repealed. The prohibition of long-term parking by non-residents in Areas A – E would be eliminated, and no RPP areas would be added.

The elimination of the existing RPP areas would effectively increase the supply of on-street parking available to people traveling to activities in the study area. This change would have two short-run effects: (1) an increase in parking occupancy in existing permit areas and (2) a decrease in parking occupancy in areas adjacent to the existing permit areas. A long-run effect would be an increase in the number of auto commuters, due to the overall increase in parking supply for long-term parkers.

On the assumption that parking occupancy in the existing areas would revert back to pre-permit parking levels, repeal of the ordinance would bring a total of 1,415 long-term parkers back into the permit areas. Taken as a whole, occupancy in the five permit areas would increase from the current level of 57% to approximately 91%. Most of these people, who were displaced by the permit areas, are likely to have responded to permit parking by moving to a nearby non-permit area. If 80% did so, overall occupancy in the

existing non-permit areas would decrease from the current 79% level to approximately 64%.

In terms of long-term changes in commuting to the study area as a result of the repeal, the likely effect would be an increase in auto commuting and a decrease in use of transit and other alternative modes.

In existing RPP areas, this alternative would increase traffic. Short-term increases in CO levels and noise would result from this traffic. In areas which currently receive spillover from existing RPP areas, decreases in traffic, and secondarily noise and CO levels, would result from this alternative. The level of increase or decrease would not be measurable for the CO level. For noise levels, the changes would be no greater than one or two dBA for hourly average noise levels, an increase barely noticeable to most people.

3. BIGGER DOUGHNUT

Under the Bigger Doughnut Alternative, the boundaries for the "doughnut" RPP area surrounding the University campus and the downtown would be expanded to include additional blocks for which parking surveys indicate mid-day occupancy levels either currently above 75%, or high enough that expected spillover from the proposed "doughnut" permit area would increase occupancy to above 75%. In general, any area which bordered directly on the "doughnut" area and had an average occupancy of 65% or over was added to the RPP-designated area for this alternative. See Figures 9a and 9b for the expanded permit area. Designation of the bigger "doughnut" area would make it unnecessary to process other RPP areas after the "doughnut" area is implemented.

The expanded RPP-designated area would have two primary impacts: (1) an increase in the number of persons displaced by RPP designation and (2) a decrease in the number of parking spaces within walking distance of existing generators of parking demand.

Approximately 740 additional parkers would be displaced by the bigger "doughnut". This would result in a 23% increase in the number of persons displaced above that of the project. On the basis of the 20-minute walking distance criterion, the number of parking

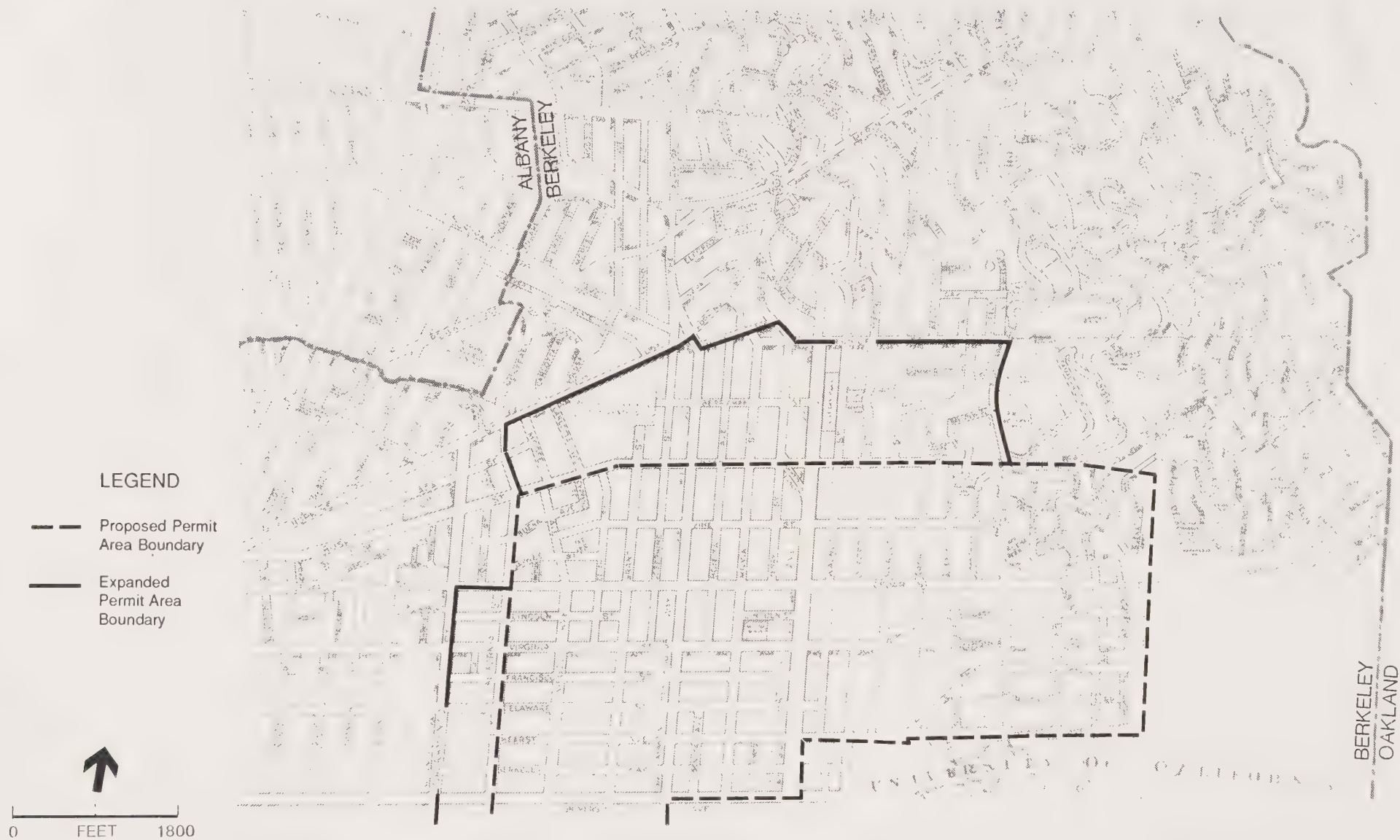


FIGURE 9a
ALTERNATIVE 3: BIGGER DOUGHNUT
(NORTH OF UNIVERSITY AVENUE)

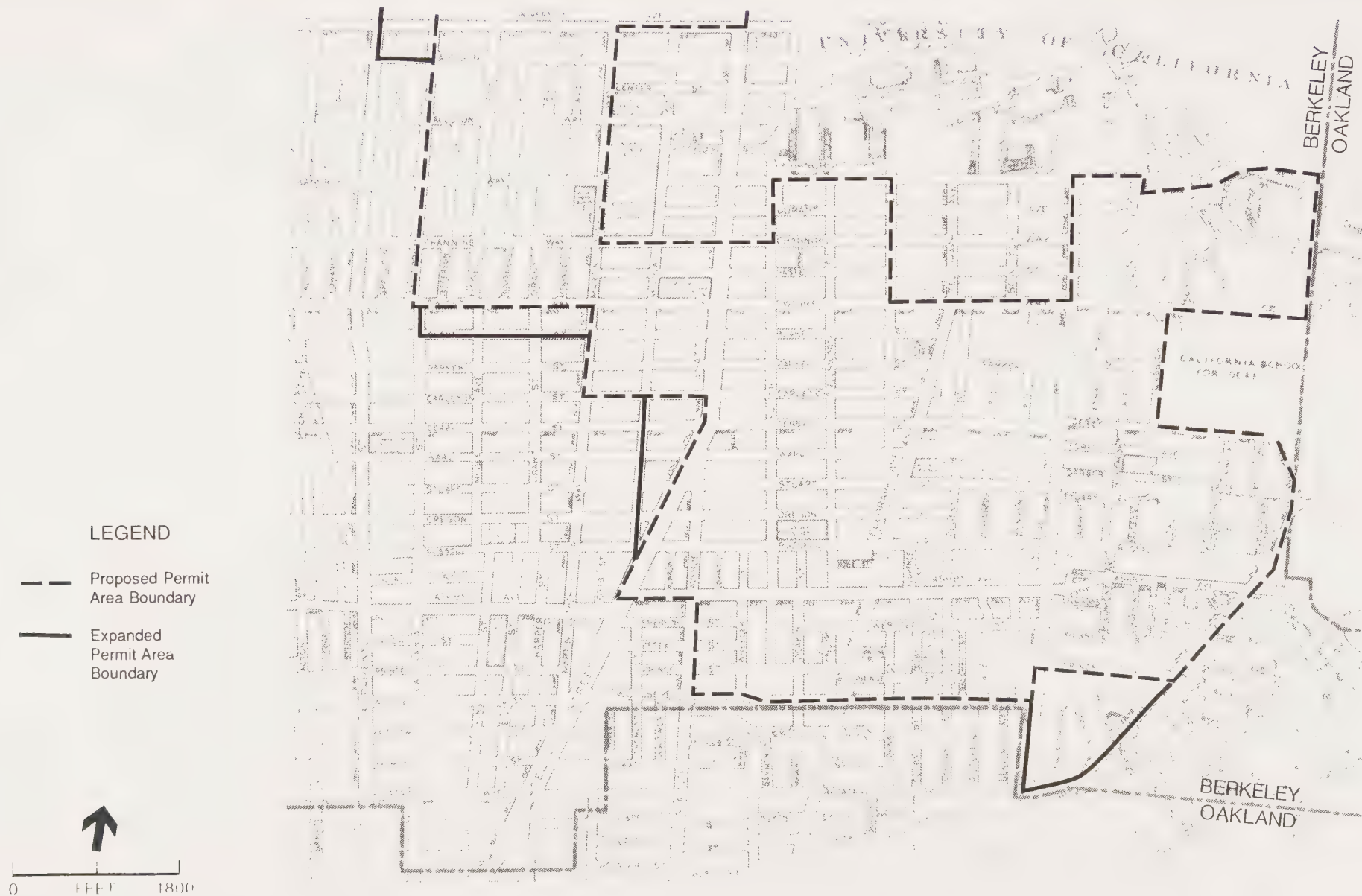


FIGURE 9b
ALTERNATIVE 3: BIGGER DOUGHNUT
(SOUTH OF UNIVERSITY AVENUE)

V. Alternatives

spaces within walking distance of the four parking-demand-generating areas (UC Berkeley, Downtown Berkeley, North Shattuck and Sather Gate) considered in this report would be reduced by about 380 spaces. This represents a loss of 39% of these spaces. The combination of the increase in displaced parkers and the decrease in available park-and-walk spaces would result in about 1,120 more displaced parkers who would need to switch to transit or make some other modal or behavioral change.

These changes would have several net effects. More people would ride transit or other alternative mode of travel. Additionally, since some of the additions to the "doughnut" would be made in areas very close to the border of the study area, spillover outside of the study area would be increased. This is especially true of the North Berkeley area, where a substantial addition to the "doughnut" would be made on the border of the study area. This is not expected to have a significant effect on parking conditions.

Air quality and noise impacts of this alternative would be similar to those of the project. This alternative would increase the implemented RPP area; this expanded RPP-designated area would have slightly less traffic, noise and CO levels with this alternative than with the project.

4. POLICY ALTERNATIVE

Under the Policy Alternative, the treatment of Group Quarters in the implementation of the RPP ordinance would change. The Implementation Plan, discussed in the Project Description (see p. I-4), recommends the same treatment for residents living in group quarters as for residents in any other type of dwelling unit. Under this alternative, a distinction would be made between group quarters affiliated with the University and all other group quarters. Group quarters affiliated with the University are the residence halls, co-ops, and fraternity/sorority houses. This alternative policy recommends that RPP permits would be allocated to University-affiliated group quarters as a whole at the rate of one permit per five residents.

The reason for the distinction is that the University is responsible for residences affiliated with itself, and for providing adequate parking and/or restricting students from bringing their cars. Private group quarters do not have control over who the renters are, and it would not be possible to document group-housing situations outside of University-affiliated units.

V. Alternatives

A perceived problem with the project's treatment of group housing is that a large number of residents of institutional group houses would overwhelm the available on-street supply of free spaces because inadequate off-street parking has been provided for the residents. Currently, the only comprehensive data available on group-quartered residents of the "doughnut" area is for group quarters related directly or indirectly to the University. These include University-operated residence halls, fraternities/sororities, and student housing cooperatives, and are located primarily on the south side of the campus. Other group quarters for which data is unavailable are homes for the elderly, boarding houses, and other informal group housing situations. It is likely that the University-related group quarters represent the majority of total group-quartered residents in the "doughnut" area.

About 8,700 residents within the "doughnut" would live in University-related group quarters at the expected implementation time of the "doughnut" plan (1989). This estimate is based on the current population of University-affiliated housing, adjusted for the completion of the Foothill Student Housing Project. Allowing one permit per five residents would mean 1,740 permits would be allocated to residents of University-affiliated housing.

Of these 8,700 residents, 5,000 are residents of housing units operated directly by the University. On the basis of a survey of students conducted in 1984, it is estimated that 25%, or 1,250 students, own automobiles. A total of 904 residence hall parking spaces are available to these students, leaving approximately 350 students to find other parking. As the number of students having cars is based on existing ownership, this number may vary in the future. The availability of parking (either more or fewer spaces) may affect a student's decision whether or not to bring his/her car to Berkeley. Since less parking would be available to students with this alternative, the number of students having cars may indeed be lower.

It can also be assumed that, of the 3,700 residents of other University-related housing, approximately 25%, or 925 residents, own cars. It is not known how many off-street parking spaces are available to these people, but even under the worst case (no off-street parking), the total number of residents in University-affiliated group quarters who own cars (1,275) is less than the number of permits which would be made available to them.

V. Alternatives

For this reason, impacts of this alternative would not be different in any way than those of the proposed project.

Air quality and noise impacts of this alternative would be similar to those of the project. Changes in CO levels and noise in spillover areas would be unnoticeable to most people.

● VI. Comments and Responses on Draft EIR

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1. INTRODUCTION

INTRODUCTION

This document presents responses to comments received on the Draft City of Berkeley Residential Permit Parking Program Environmental Impact Report (DEIR) (State Clearinghouse #88040516), prepared by Environmental Science Associates for the City of Berkeley Planning and Community Development Department in June 1988. Also included are staff-initiated text changes. The DEIR was circulated to interested members of the public and responsible agencies. A 30-day review period was conducted from June 28 to July 28 of 1988, and written comments were accepted. A public hearing was held by the Berkeley City Council on July 12, 1988 at which verbal comments were accepted.

The comment letters received on the DEIR and the transcript of the public hearing testimony are included herein; the responses to comments in each letter follow directly after the letter. Where a comment letter raises more than one topic, individual comments within the letter are numbered on the left-hand margin (if not already numbered in the letter), and each comment is addressed with a separate response. Individual comments within the public hearing transcript are likewise numbered on the left-hand margin, and the responses to these comments are presented following the transcript. Some comments do not pertain to the Draft EIR's analysis, but responses are included to provide additional information for use by decision-makers. Where changes to the text of the DEIR are required in response to a comment, the page and paragraph of the text, graphic or table to be changed in the DEIR are indicated. These comments and responses are incorporated into the Final EIR (revised Draft EIR); text changes resulting from comments and responses are also incorporated into the Final EIR, as indicated in the responses.

2. LIST OF PERSONS COMMENTING ON THE EIR

Tom Hunt, Chairperson, City of Berkeley Transportation Commission
(written comments, July 12, 1988)

Henry Pancoast, Area Resident
(written comments, July 19 and 28, 1988)

Gail Murray, Project Manager, Berkeley TRiP
(written comments, July 27, 1988)

Dorothy Walker, Associate Director,
Campus Planning Office, University of California, Berkeley
(written comments, July 28, 1988)

Ann Slaby, Carroll Williams, Jonathan Dwyer and Patrick Kennedy,
Panoramic Hill Neighborhood Association
(written comments, July 27, 1988 and (Ann Slaby and Carroll Williams) DEIR public
hearing comments, July 12, 1988)

City of Berkeley Planning Commission
(written comments, minutes of July 27, 1988 meeting)

Nancy Wilcox and William Grove, Area Residents
(written comments, July 28, 1988)

Neal Meyer, General Manager, Cinerama Theatres, Inc. of California
(written comments, July 5, 1988 and DEIR public hearing comments, July 12, 1988)

Peter Kennedy, Tisa Poe and Susan Miles, ASUC
(written comments, July 27, 1988 and DEIR public hearing comments, July 12, 1988)

Vanessa Ament, Area Resident
(DEIR public hearing comments, July 12, 1988)

David O'Brien, Area Resident
(DEIR public hearing comments, July 12, 1988)

Doris Mazlack, Area Resident
(DEIR public hearing comments, July 12, 1988)

Jane Adams, Area Resident
(DEIR public hearing comments, July 12, 1988)

Shaun Salo, Area Resident
(DEIR public hearing comments, July 12, 1988)

Kevin Lynch, Area Resident
(DEIR public hearing comments, July 12, 1988)

Barbara Hendrickson, Area Resident
(DEIR public hearing comments, July 12, 1988)

VI. Comments and Responses on Draft EIR

Candice Sultan, Area Resident
(DEIR public hearing comments, July 12, 1988)

Joyce Komel, Area Resident
(DEIR public hearing comments, July 12, 1988)

Susie Petser, Area Resident
(DEIR public hearing comments, July 12, 1988)

Bob Herr, Area Resident
(DEIR public hearing comments, July 12, 1988)

Anita Pinch, Area Resident
(DEIR public hearing comments, July 12, 1988)

Greg Doyle, Area Resident
(DEIR public hearing comments, July 12, 1988)

Bob Polk, Area Resident
(DEIR public hearing comments, July 12, 1988)

Winston Volli, Area Resident
(DEIR public hearing comments, July 12, 1988)

Jerry Laperoff, Area Resident
(DEIR public hearing comments, July 12, 1988)

Sarah Vic, Area Resident
(DEIR public hearing comments, July 12, 1988)

Gordon Cavana, Area Resident
(DEIR public hearing comments, July 12, 1988)

Councilmember Jelinek, Berkeley City Council
(DEIR public hearing comments, July 12, 1988)

Councilmember Chandler, Berkeley City Council
(DEIR public hearing comments, July 12, 1988)

Councilmember Skinner, Berkeley City Council
(DEIR public hearing comments, July 12, 1988)

Councilmember Goldfarb, Berkeley City Council
(DEIR public hearing comments, July 12, 1988)

Councilmember Weeks, Berkeley City Council
(DEIR public hearing comments, July 12, 1988)

Councilmember Dean, Berkeley City Council
(DEIR public hearing comments, July 12, 1988)

Councilmember Wainwright, Berkeley City Council
(DEIR public hearing comments, July 12, 1988)

3. COMMENTS AND RESPONSES



City of Berkeley



Transportation Commission
Martin Luther King, Jr.
Civic Center Building
2180 Milvia Street
Berkeley, California 94704

(415) 644-6534
TTY (415) 644-6915

July 12, 1988.

To: Honorable Mayor and
Members of the City Council

From: Transportation Commission

Subject: COMMENTS ON THE RESIDENTIAL PERMIT PARKING PROGRAM DRAFT
ENVIRONMENTAL IMPACT REPORT (EIR)

The Transportation Commission, at its July 5, 1988, meeting, had the following unanimous comments on the Residential Permit Parking Draft EIR:

1. The parking demand data should reflect the information from the Foothill Housing Final EIR, instead of the Draft EIR.
2. The Final EIR should include an independent assessment of the day time population generated by UCB proposed projects and its parking impacts (e.g., existing UCB densities could be applied to proposed University developments) (MSC: Adams, Dwyer; FOR: Adams, Brown, Dwyer, Hunt, Kennedy, Patrick, Tam, Zukas; AGAINST: None; ABSENT: Leiter).

Tom Hunt, Chairperson

TCRPP.EIR

VI. Comments and Responses on Draft EIR

RESPONSE TO COMMENTS BY TOM HUNT, CHAIRPERSON, CITY OF BERKELEY TRANSPORTATION COMMISSION:

1. The Foothills Student Housing Project Final EIR (FEIR) differed from its Draft EIR in two respects. First, the FEIR stated that no residents of the Foothills project will park on-street in neighborhoods, while the Foothills DEIR estimated that 58 residents would do so. The reduction was made on the basis of assumed contracts prohibiting freshman residents from bringing cars to Berkeley. Second, the FEIR estimated that 59 to 128 student auto commuters would be displaced by elimination of a student-fee lot in conjunction with the housing project. In the Foothills DEIR, this estimate was 37 to 110 auto commuters. The higher estimate in the FEIR was based on a smaller population of off-campus students (potential auto commuters) moving on campus.

The first paragraph on p. III-23 of the Draft EIR is revised to read as follows (changes are indicated by asterisks):

"Development at UC Berkeley was considered, and information was obtained from the UC Berkeley Planning Office, the Campus Transportation Plan and the Foothills Student Housing Project Final* EIR.^{7,8,9/} For the several projects currently under construction and being planned at the campus, no employment or enrollment increases are projected. Construction of a new housing facility (Foothills), however, will result in some increased parking demand. Additionally, new construction will result in the removal of some parking lots on campus, and the construction of a new parking facility. Between April 1988 (when the parking surveys were conducted) and the end of 1989 (implementation of the project), approximately 220 surface spaces will be removed from the campus, 469 spaces will be added at the Northwest Parking facility, and an unmet demand for 128* spaces will be created by the Foothills student housing project. This will result in a net increase of about 120* spaces on the campus from short-term University projects."

Footnote /9/ on p. III-47 of the Draft EIR is revised to read as follows (changes are indicated by asterisks):

"/9/ UC Berkeley, Foothills Student Housing Project Final* EIR,
February 1988*."

Table 7, p. III-20, of the Draft EIR is replaced with the table on the following page (changes are indicated by asterisks):

TABLE 7: SHORT-RANGE FUTURE PARKING DEMAND

Project	Use	Size	Peak-Parking Demand Rate/a/	Parking Demand in Spaces	Vacancy Rate/b/	Gross Demand	Mode Reduction Factor/c/	Mode Adjusted Gross Demand	Parking Supply Added by Project	Net Parking Demand in Spaces
<u>City of Berkeley</u>										
<u>Development/d/:</u>										
Oxford Court	Office	20 ksf/e/	2.79/ksf	56	20%	11	0.6	7		
	Retail	4 ksf	3.23/ksf	13	20%	3	0.8	2		
Subtotal				69		14		9	0	9
ELS Building	Office	28 ksf	2.79/ksf	78	35%	27	0.6	16		
	Retail	20 ksf	3.23/ksf	65	35%	23	0.8	18		
Subtotal				143		50		34	0	34
Golden Bear	Office	178 ksf	2.79/ksf	497	30%	497	/h/ 0.6	298		
	Retail	22 ksf	3.23/ksf	71	100%	71	/h/ 0.8	57		
Subtotal				568		568		355	329	26 /i/
Central Bank Renovation (2187 Shattuck)	Retail	10.2 ksf	3.23/ksf	32	100%	32	0.8	26	0	26
Total										95
<u>UCB Development/f/:</u>										
Northwest Facility						0			469	-469
Elimination of Surface Spaces									-220	220
Foothills Student Housing/g/						0*			-128*	128*
Total										-121*
GRAND TOTAL										-26*

/a/ Parking demand rates from Institute of Transportation Engineers, Parking Generation, Second Edition, 1987.
Rates based on suburban office and retail uses.

/b/ Based on partial occupancy of building at the time parking surveys were taken.

/c/ Parking demand adjusted to account for mode choices characteristic of Berkeley; Berkeley has a higher transit ridership than most suburban locations.

/d/ City of Berkeley projects are from City of Berkeley Planning Staff.

/e/ ksf = 1,000 square feet.

/f/ UC Berkeley development figures from UC Berkeley, Campus Planning Office.

/g/ UC Berkeley, Foothills Student Housing Project, Final* EIR, February 1988*.

/h/ Gross demand does not reflect vacancy rate.

/i/ This figure represents likely spillover to off-site parking areas based on fully occupied project and only project-generated parking in on-site lot.

SOURCE: Wilbur Smith Associates

2. The comment relates to the statement on p. III-23 of the Draft EIR that "For several projects currently under construction and being planned for the campus, no employment or enrollment increases are projected". For the purposes of this response, it was assumed that the main increase in daytime population could result from employment increases, since most of the additional buildings will add office and research space rather than classrooms. The scenario analyzed in the Draft EIR assumed that no increase in total employment will result from the building program. In response to this comment, employment was assumed to increase so that overall employment density on campus will remain constant (i.e., that newly-built space will have the same employment density as existing built space).

The following text is added to p. III-25 of the Draft EIR, prior to 2. Parking Displacement:

"To provide an assessment of potential parking impacts from short-range and long-range University development, if overall employment density on campus remains constant (i.e., if newly-built space will have the same employment density as existing built space), an alternative analysis was undertaken.

"Existing employment density is 1.75 employees per 1,000 gross square feet of built space, based on current campus employment of 13,495 employees (from the Campus Transportation Plan) and current built space of 7.7 million square feet (from the 1987-1990 Berkeley Campus Capital Improvement Program). Parking demand from short- and long-range campus building projects was calculated with the employment density estimate listed above, 59% auto mode share and 67% peak daytime attendance/8/

"Short-Range Parking Demand. On the basis of the project list from the Foothills Student Housing EIR, 425,000 gross square feet will be built by the end of 1989, including the Life Sciences Addition. Based on the existing employment density, auto mode share and peak attendance factors listed above, the buildings would generate about 744 new employees and a demand for about 294 parking spaces. Given UC-projected employment levels, a net decrease in parking demand of 121 spaces for the campus will result. If, however, UC employment grows (i.e., if it continues at existing density levels), a net increase in parking demand of 173 spaces will result.

"It is assumed that all 173 parkers would be non-residents of the "doughnut", and would add to those campus employees 'parked off' by RPP. Of the 173, about 60 would switch to transit, and the remainder would find some other mode of commute, move their car every two hours, or have other behavioral response.

"Long-Range Parking Demand. As discussed above, based on the projections of no additional employment and the planned additions to campus parking supply, a net decrease in demand of 340 spaces would result from the building plans for the campus

as reported in the Campus Transportation Plan" and a net decrease in demand of about 290 spaces within the study area.

"If employment increases to current employment density for the campus as a whole as building proceeds, long-range building projects will result in 520,000 gross square feet of built space, about 910 employees, and a demand for about 360 parking spaces. Adding the 173 spaces in short-range demand, and subtracting the 290-space surplus calculated for the original, constant-employment scenario, a net demand increase of about 243 spaces would result in the long run. Again, these parkers would primarily be commuters to the campus, and would add to the number 'parked off' by RPP."

COMMENTS ON DRAFT EIR FOR CITY OF BERKELEY RESIDENTIAL
PERMIT PARKING PROGRAM

1. The EIS Checklist on PP.VIII-2 and -3 missed some possible impacts of the expanded doughnut permit parking program:

① 8.Land Use- Will the proposal result in a substantial alteration of the present or planned land use of an area? I would say- yes it would. Displacement of 1500 students and 250 UC staff parkers will result in increased pressure on UC to build both more close-in student housing and more parking structures. Will hasten intensified development particularly in area south of campus.

① 11.Population-Will proposal alter location, distribution, density or growth rate of human population of an area. Again,yes,since it will be harder to commute there will be more demand to live close-in particularly by students-who are hit hardest by RPPP expansion.(This is not necessarily bad for the city or the university-the community would probably work better with continued high proportions of students living within easy walking distance of campus. Main danger of giving unlimited number of permits to residents of "trapped areas" and group living quarters is that close to campus could get both an increase in the number of residents and an increase in the proportion of them owning cars because this liberal permit policy enabled higher rates of car ownership by making parking cheaper and available.)

① 12. Housing-Will proposal affect existng housing or housing demand? Yes and in several ways: Increased total demand because commuting harder and potential for decrease in turn-over of housing. For example, liberal granting of permits to "trapped residents" and possibly some group living residents would re-inforce an impact of rent control.Students get into rent controlled apartments or other housing close-in to campus and while students may have little need for a car and will walk to campus--but upon graduation some get jobs in the Bay Area and choose to stay in the same rent controlled apartment because other housing is more expensive and perhaps even unobtainable--but now the former-student is commuting outside the city to a job and now has independent income and wants a car. Under the present set-up the difficulty and expense of having a car close to campus would be one reason for the graduated student to move on and let the housing unit go to someone having a greater need to be in walking distance of campus. By granting permits to the "trapped residents" city may slow the turnover of housing and contribute to a growing imbalance between work/residence and lead to more commuting and traffic problems.

② 14. Public Services-Fire protection.--Anything that puts more cars on Panoramic Hill will make provision of fire protection and evacuation more difficult and more dangerous. Turning it into a parking lot for adjacent high density areas will effectively neutralize most of the benefits gained from the strict requirements of the Panoramic Hill Environmental Safety Zoning. The Hill should be a separate RPPP Zone. This will also be a problem on north side--less severe perhaps than for Panoramic--but a problem nevertheless. The import of parkers from adjacent areas should be prohibited on Panoramic Hill and limited in North Hills.

① 18. Aesthetics. In those neighborhoods where RPPP reduces the numbers of cars parked on the street- the aesthetics will be improved. However, granting unlimited permits to the "Trapped Residents" and group living quarters residents will have impact of parking-up the northern portions of CENA, WILLARD,LECONTE neighborhoods probably to 100% of capacity and will replace commuter parkers(who do turn-over parking spaces and move cars every day) with resident parkers(many of whom will store their cars for long periods). These neighborhoods will be changed from a commuter parking lot to something more akin to the Long-term parking lot at SFO.

Comments of Berkeley Permit Parking EIR continued

18. Aesthetics continued: The liberal granting of permits to "Trapped Residents" and group-living residents will turn adjacent residential streets into tunnels with continuous walls of parked cars on each side. These residential areas will have the ambiance and charm of a used-car lot. Light, air, and feeling of openness and spaciousness are all reduced when neighborhood totally parked-up. The tendency of parkers from adjacent high density dorms & frats to park as close as possible to their resident--so they can more easily monitor their parked cars will result in total park-up in the northern ends of the residential neighborhoods--generally by the longer term parkers. Those who use their cars daily will tend to be displaced further south into these neighborhoods.

2. PROPOSED ENABLING ORDINANCE IMPLEMENTATION PLAN PP I-4 -5. Here the concern is that the EIR can't be complete because Berkeley city staff hasn't yet presented its report on possible changes to the program and changes in charges. The EIR can't evaluate a program that hasn't yet been fully presented. Therefore I will suggest some changes to the RPPP program now in hopes that they can be reviewed for impact by the consultants.

3 a. RPPP needs some criteria of what constitutes effectiveness and adequate enforcement. For example, if threshold for qualifying for RPPP is 75 % parking occupancy--then anything over 75% would call for intensified enforcement. Some level below 75% occupancy should be set as the threshold to trigger increased enforcement. This threshold should not necessarily be for an entire Permit Area-- for example, in Area C, the EIR shows the neighborhood at 76% occupancy--but within that area-- Channing Way is below 25% occupancy while McKinley near Old City Hall is closer to 100% occupancy. We need an enforcement policy that concentrates on the higher occupancy areas-- so there are freed up spaces on all blocks rather than just on those farthest from major traffic generators.

4 b. Parking Occupancy in RPPP areas should be kept low enough so that the scheduled residential street sweeping program is effective. We should strive to keep the number of permits low enough to allow people to move cars on street sweeping days.

5 c. Consider additional criteria for eligibility for RPPP parking sticker, for example to get sticker-- person should 1) have valid California Driver's license; 2) California car registration at applicants Berkeley address; 3) Proof of current automobile insurance meeting California state legal requirements & insured at the Berkeley address; 4) Clear all parking and moving violation fines before get sticker. Rationale--People bring cars to Berkeley from all over the state-- many from areas with lower insurance rates but their cars contribute to the accident statistics and higher insurance rates of Berkeley--if the car is here it should be insured here. Many Berkeleyans retain cars that don't run and aren't even registered--the requirement for registration should induce them to repair, sell, or at least get off the street any inoperable car. A last concern is that while students using family cars are probably insured--since family home and other assets would be at risk if uninsured driver got in accident--but many others both student & non-student are without personal assets and thus judgment proof--some proportion of them are going bare--i.e. without any auto liability insurance--such people should not get RPPP stickers. These additional criteria for eligibility--would merely require sticker holders to be in compliance with state law.

Comments on Berkeley Permit Parking EIR continued

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3. "Trapped Residents" & Group Quarters p I-4-5. The proposals to give unlimited numbers of permits to residents in these areas is inconsistent with Berkeley Master Plan Parking Policies, and Zoning Ordinance Policies. The ~~proposals~~ are not only bad policies but also impractical--the city will be unable to supply unlimited amounts of virtually free on-street parking. Exporting parked cars from high density areas into surrounding low density areas probably shouldn't be done at all and if it is considered it should be strictly limited and clearly presented as an experiment that will be cancelled if unsuccessful.

The most dangerous part of this proposal is that it sends a message to the University that it need do nothing to provide parking for resident students in its dorms or in group living quarters. The city has said it will take over complete responsibility for providing on-street parking for all resident students. It is my understanding that in response the university will begin to shift the 900 spaces reserved for resident students to the commuter students and staff (1750 of them according to the EIR) displaced by the Doughnut. Thus the demand for parking stickers could be increased by 900 to over 1550 rather than the 650 projected in the EIR. The RPPP EIR should do a projection showing the impact on the permit parking areas of this much larger number. These proposals also undermine UC efforts to reduce the number of car trips to campus and to discourage auto ownership by resident students. For example, UC wants to tell dorm freshman not to bring cars to campus--city would undermine this by granting permits. UC wants upper classmen to store their cars at satellite remote lots rather than bring them close to campus--but why should upperclassmen do that if can park virtually free in adjacent residential neighborhoods?

Trapped Resident stickers should be limited--one method of doing so would be to count the number of parking spaces in the South Campus "trapped" zone (both metered & time limited as well as all unlimited spaces) then subtract the number of metered and time limited spaces from the total--the result should then be used as the ceiling on number of permits to be allowed in adjacent areas. (The rationale for permits to these residents is that they can't park because of controlled curb parking--OK, but then they should not get any more permits than they would have gotten if there were not controlled parking in their area and they became a stand-alone RPPP area.) Granting unlimited permits into adjacent low density residential areas would give Trapped Residents an unfair claim on those neighborhoods.

Group Quarters permits should also be limited--City policy should be to give no permits to residents of housing which violates city zoning, parking, & density standards. Thus when UC builds a dorm and uses its power to override city zoning--the city should be under no obligation to provide any stickers. Units 1, 2, & 3 dorms override city zoning. UC decided what amount of parking was appropriate--if UC says what they provided is adequate we should take them at their word. For example, if UC says 1 parking space per 8 beds is adequate for Foothill housing. We should accept that and back it up by giving no permits to residents of foothill housing. The proposed policy in the EIR of granting unlimited permits turns adjacent residential neighborhoods into future parking preserves for university expansion--city is making an unlimited, open-ended commitment to provide parking for all present and any future additional student parkers from future dormitory or group living construction. If city doesn't have to provide any stickers for Units 1, 2, 3--it may be possible to combine the trapped zone with the fraternity/sorority area centering on Channing/Piedmont (excluding Panoramic Hill) and have an RPPP area with little need for permits outside the area. EIR should look at that option.

Group permits should be limited for Frats, Sororities, Rooming Housing, Co-ops etc. There are several alternatives for setting limits: UC provides 1,400 fee lot spaces for commuter students and approx 900 for resident students out of a student population of 31,000 plus/or minus--or less than 1 space per 10 students. Perhaps we shouldn't do any more than UC does : 1 space per 10 group quarters residents. If feeling gener-

Comments on Berkeley Permit Parking EIR continued

3. Trapped residents & Group living quarters continued

ous could use the standard proposed for Foothill housing of 1 space per 8 beds. If feeling more miserly use the lower standard set for Units 1,2,& 3 of approx. 300 for 3,000 residents.(Though UC plans to shift dorm spaces to commuter use so this will be a declining standard.)

As with dorms the city shouldn't give permits to residents if the group quarters don't meet city standards. For example, any future frat, sorority, co-op etc. that doesn't provide the required off-street parking spaces- should be put on notice when it gets its use permit that residents will not be eligible for parking permits. Further, should review existing group quarters for compliance with requirement for off-street parking requirements. In those cases where the site would permit meeting the off-street parking requirements but the group living unit has not done so--they should not get parking permits. City shouldn't subsidize those who don't do anything to meet their own needs. City parking permits shouldn't be used to reward those who fail to meet city zoning requirements. Our permit parking program should reinforce our planning and zoning requirements rather than undercut them. (Parking Requirements in Zoning Ordinance call for 1 parking space for every 5 residents in frats., sororities, dorms, rooming houses, & boarding houses, at least 1 addl. space for owner or manager.)

Growth inducing impact of granting unlimited permits to trapped and group living residents- esp. those in UC Housing: UC charges \$162 for most Student Residence Hall permits; \$90 for Kerr Campus permits; \$24 for Smyth-Fernwald; and 75 cents/day for Student Fee Lot, but city of Berkeley would provide on street parking permit for \$20/annum. For students in dorm at College&Haste/Dwight parking in Willard would not only be \$142 cheaper but also physically closer and even visible out dorm windows. By making cheap convenient parking more available the unlimited granting of permits could induce much higher rates of car ownership by UC resident students. The UC student body is drawn from the upper rather than the lower economic strata of California society and it is probably the sheer hassle factor of having a car close to campus rather than income that limits car ownership. Student car ownership could expand to absorb all readily available on-street parking if it is both cheap and guaranteed.

Kerr Campus-former Schools for Deaf & Blind site. It appears EIR consultants not given full information to do this EIR. When UC took over this site there was a tripartite agreement among UC, city, and adjacent neighborhood that UC residents on the site would all park on the site rather than in the neighborhood. Granting parking permits to Kerr Campus residents would violate the conditions of that agreement. City would not be upholding its end of the contract. A second problem is that even if this agreement is maintained--the granting of unlimited permits to students from the trapped area and to group living residents from other areas would result in hundreds of additional student cars flooding into the neighborhood--and the neighborhood could rightly feel it had been swindled--they still get hundreds of addl cars parked in their neighborhood. The environmental impact is the same on them whether the cars from Kerr campus or from other high density UC housing.

Proposals for unlimited permits for trapped area and group living violates or is inconsistent with most parking policies in the 1977 Berkeley Master Plan(see Transportation Element, Parking Policies, pp. 33-34) for example: Policy 2.50-"Discourage parking in residential areas...by students..of nearby major...institutions."; Policy 2.51 says"In locations well served by transit, permit the reduction or elimination of parking requirements in new residential developments or its location in existing parking structures." The rationale behind this policy is to discourage car ownership in areas well served by transit. This policy also allows for high density and cheaper housing by not requiring the housing to also bear a heavy financing cost to build-in high levels of parking(as we do require in low density more peripheral residential areas.).It is inconsistent and counterproductive to allow high density without requiring parking and then turn around and provide cheap on street permit parking in adjacent residential areas where higher levels of off-street parking were required.

Comments on Berkeley Permit Parking EIR continued

Inconsistencies with Master Plan Parking Policies

The aim of policy 2.51 is to discourage auto-ownership in such areas as south campus but unlimited permits encourages it and cancels out the policy. Policy 2.53 says: "Encourage large employment centers, such as UC and the city to provide employee parking on the basis of: a) need for vehicle on the job b) number of passengers carried; c) employee disability; or d) lack of alternative public transportation." The city should practice what it is preaching to the university. The city says to UC to allocate scarce parking resources according to some need-based priorities, but then city proposes to allocate unlimited parking permits basically to everyone who can afford a car and cost of a permit. City sets no intelligent priorities whatsoever. City should view students as similar to UC employees- working at getting an education at UC and city and UC should co-operatively allocate parking according to a need-based priority system. Giving unlimited permits contradicts policy 2.51 and undercuts UC efforts along those lines. Policy 2.58 calls for "Evaluation of opportunities for peripheral parking with shuttle services to UC & other activity centers." Giving unlimited permits in areas close to campus will undercut UC efforts to get students who rarely use their cars to store them instead in satellite lots. Policies 2.59 Discourage public on-street parking for storage of cars associated with residential units & Policy 2.61 Encourage provision of sufficient off-street parking for new construction in low-density residential areas. These are both undercut by granting unlimited permits-students' cars exported into CENA, Willard, LeConte & Northside will mostly be long-term stored cars moved twice per week to avoid the 72-hour limit. Unlimited permits will turn those n'hoods into long term parking lots. The kicker is that the way the EIR proposes to allocate the exported student parkers is by sending more to the n'hoods with lowest mid-day parking occupancy. Another way of looking at this is--that the proposal is to penalize those neighborhoods with the most residents using off-street parking by sending them more cars from outside their neighborhoods. Residents of CENA, Willard, LeConte, Northside etc. are foolish to park their cars in off-street spaces when they will be penalized with more permit parkers from outside their neighborhoods. This program would penalize neighborhoods that most closely conformed to zoning regs. by providing and using off-street parking and reward those areas with least off-street parking with bargain permits to park in neighborhoods trying to conform to zoning. This program goes directly against the purpose of Berkeley zoning ordinance's parking regulations (Chapter 15, section 15.6(3) "To reduce the amount of on-street storage of vehicles, thus increasing the safety and capacity of the City's street system". City should be taking steps to encourage people to use their garages and drive-ways to store cars rather than park on the street but this policy of unlimited permits would punish them for doing so.

"TRAPPED RESIDENTS" EIR PP III-42-45. This portion of EIR seems to have been mis-read by student representatives who spoke at public hearing. They seemed to think this justified unlimited permits and said it was doable. My reading of it is that the conclusions hold only if the number seeking permits is close to the projected number of 665. This is a very iffy number-i.e. it could go much higher. It seems based on the assumption of all other conditions limiting car ownership & desire for permits remaining the same- whereas adopting a policy of unlimited permits for trapped residents will change those conditions. EIR should do a range of projections in the format of Table #17 on P III-44 based on different assumptions about numbers of people seeking permits. For example, conversations with Campus Planning on July 22nd indicated UC planned to shift parking spaces away from resident students to UC commuters. This could add up to 900 plus parkers seeking permits. So should do a table based on assumption of 1565 permits as well as the 665 number. Should do a projection of what would happen if UC added equivalent of Units 4, 5, & 6 to So. Campus area- what would be demand for permits then? Should make explicit your assumptions about Clark Kerr campus residents--are you assuming they will get unlimited permits from city or are you assuming existing agreement will be maintained? What will happen to projections if Panormaic Hill made a separate permit parking area?

Comments on Berkeley Permit Parking EIR continued

"TRAPPED RESIDENTS" pp III-42-45 continued; UC is being pressured to accept more students & will be under increasing pressure until additional campuses are built. One possible response to this pressure would be to accept more upper classmen transfer students and fewer freshman and sophomores. A student body made up of higher proportions of upper classmen and/or grad students could result in a far higher demand for parking permits even though the overall size of the student body remained the same. Could the results of such a change be projected?

I note in the table on P III-44 #17 that even assuming the limited number of 665 trapped residents seeking permits that Area #2 would be at 72% occupancy, Area #3(Le Conte) at 70% occupancy and Willard at 73% occupancy. That seems to me to indicate that permit parking would be verging on failure for these areas even at the low 665 number and that even a slight increase in demand for permits would render the program burdensome rather than beneficial for these areas. So do projections assuming say 1,000 seeking permits, and 1,500 seeking permits so we can see impact on adjacent RPPP areas.

The reason I think should assume UC will build more housing in South Campus is because: 1) NPO downzoning will not allow private market to build addl housing to respond to increased demand for student housing; 2) Students being displaced from private housing market by gentrification and impact of Rent control-i.e. rent control encourages long, stable tenancies and students who need turn-over housing are displaced over time by long-term tenants(& as mentioned earlier unlimited permits may increase that practice). So as students increasingly displaced from private housing UC will be faced with the need either to build less more close-in, high density housing if it wants to remain a predominantly residential campus or build lots more parking structures if it decides to evolve into a commuter campus. So I don't think city should enter into an open-ended commitment to supply unlimited parking permits to South Campus area when we have no control over future UC plans for the area. Granting such permits is giving a blank check and there probably aren't enough parking spaces to honor that check. But it is a reasonable enough assumption that UC is going to build more housing in South Campus that we should do some projections on the impact such growth would have on the RPPP areas. I think should assume enough additional UC student housing to be equivalent of another set of Units 1,2,&3.

A key argument in policy debates over RPPP has been that students should be treated the same as everyone else. The ironic thing is that the proposals to give unlimited permits to "Trapped Residents" and group living residents actually gives them superior rights to everyone else. For example, all existing RPPP zones allow permit holders to park only in their zone--thus they are effectively limited to having only the number of uncontrolled parking spaces that exist in their neighborhood--there is a ceiling. But proposal for unlimited permits for trapped residents could result in them getting many more spaces than would be available to them if they had their own RPPP zone & there were no controlled spaces in their neighborhood. Under this program they have an unlimited claim on all available spaces in CHHA, Le Conte, Willard--they could have 2,3,4 times as many spaces available to them as would have been available in their own neighborhood.

7 PARKING OCCUPANCY SURVEY pp III-1-10. Table #2 p III-6 & Table 1 P III-2. The parking occupancy survey has left out a key set of figures by counting at the wrong time of day--Area B(Willard); Area D(North Elmwood) and future area #2 & 3 (Le Conte). These would be greatly impacted by long term imported permit holders from trapped area & group living quarters. Their parking problem would have been shifted from heavy impact of commuter parkers(who leave at night) to heavy impact of permit holders (who don't leave at night)--so the night time parking crunch may be more serious than the

Comments on Berkeley Permit Parking EIR continued

daytime parking crunch. The problem would arise when residents of these neighborhoods come home from work in the evening but no parking spaces open up because holders of permits from the trapped area and group living quarters leave their cars in place both night & day. (since UC doesn't give permits to UC people living within 2 miles of campus.) So a daytime survey of occupancy rates may not get at what could be the more serious problem for these particular neighborhoods. The daytime occupancy figure for Willard of 65 % may actually work out to be more of a hardship for that neighborhood than the 76% occupancy in MAGNA because many of those parkers in MAGNA are commuters who go home at night while many of those in Willard don't. So may need different counts and different criteria for evaluating what is a reasonable occupancy level to seek depending on the nature of the parking problem in different areas. A daytime occupancy level that signifies all is working well in one neighborhood- might conceal serious problems in a different neighborhood.

P III-42 -43. Question statement that "On the basis of past experience in other existing permit areas, it is estimated that non-students would purchase 338 permits." ...and students approx. 328 permits. The city doesn't really have much experience with areas containing dorms, frats, sororities, other group living quarters such as the housing co-ops or such facilities as residential hotels. We have no real experiential basis for saying 338 permits would be purchased. Giving such a number conveys a degree of certainty that may not, in fact, exist.

Administration of Permit Program: There could be a significant fraud problem when program expanded into areas with group living quarters and such facilities as SRO Hotels--problems arise from who really lives there and for how long. For example, many come to live in the trapped area temporarily while they look for permanent housing- so a person in group quarters could qualify for a permit in October, move in November to Oakland but now he would have a permit to park in Willard, Le Conte, or Elmwood that would be good until the next permit year started. A further Q. is whether should give permits to hotel residents at all- esp. Hotel Durant.

Unlimited permits for Trapped areas and group living quarters will probably change behavior patterns of the residents. Right now people choose housing on basis of existing conditions--if someone feels they absolutely must have a car- they don't select housing in the trapped areas or the densely populated group living quarters area--instead they seek an aptment or other housing with parking included or low density areas. They don't expect to live in areas with Manhattan-style densities and be able to park free on the street or anywhere else. But providing such on-street parking cheaply will cause more carowners to choose housing in these areas. So projections of future car ownership rates from past experience- would simply give you the low end of a range of future car ownership rates in these trapped & group living areas. Right now there are strict limits on car-ownership, removal of those limits will cause nothing but growth in those car-ownership rates.

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ADDITIONAL COMMENTS ON BERKELEY DEIR ON PERMIT PARKING

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10 UC's Campus Planning Office comments on DEIR say that campus is going to not only reduce number of spaces available for resident students in existing housing but also provide fewer parking spaces for resident students in all future student housing. During spring public hearings on UC's Long Range Development Plan campus said it would add 4300 new student beds in new housing within walking distance of campus and that it would mainly be in the South Campus area and along South Shattuck. (The breakdown of the number was-- approx. 900 beds in projects already in the works-- Foothill student housing and project at Shattuck/Channing and then another 3400 beds by turn of century-- 12 years from now) The FEIR should do a projection of what demand there would be for the unlimited group living permits when this new UC construction comes on line. For example, there could be far more demand for permits from trapped residents in downtown if more student housing built in this area.

11 DEIR lumps UC and downtown commuters together. They break-down into different groups that will respond differently to impact of RPPP. For example, part of UC staff are 8-5 workers and could readily shift to AC & BART during those times of day when transit runs are frequent--but UC is a flex-time institution-- students & faculty have far more irregular class hours and many travel during off-peak periods-- when transit runs infrequent or non-existent--these different groups of UC related people may respond quite differently. Downtown workers also divided into different groups--there are many 8-5 office workers but also many retail operations that open 9:30 or 10 AM and workers don't get out until after 6 PM --different segments of this group may respond in different ways to RPPP.

12 UC's response shows that campus may be able to respond far more flexibly and easily to RPPP than Downtown employees or North Shattuck commuters. UC has central control over its parking resources and its own shuttle system--thus it shifts parking spaces from resident students to commuters or alters its transit routes--but City of Berkeley and Downtown commuters or employers do not have that kind of control over transit or allocation of parking resources. So UC may cope far better than City, Downtown, or No. Shattuck with impacts of RPPP. Thus UC's call for a joint satellite parking lot may turn out to be far more necessary as a mitigation measure for the city than for the campus itself. EIR should speak to the satellite parking lots as a mitigation measure to impact of RPPP.

Henry Pancoast

RESPONSE TO COMMENTS BY HENRY PANCOAST, AREA RESIDENT

1. The environmental issues of Land Use, Population, Housing, and Aesthetics were identified in the Initial Study as issues not to be analyzed in the Environmental Impact Report (EIR) because project impacts in these areas were not considered to be substantial or significant. A public scoping meeting was held on April 14, 1988, following publication of the Notice of Preparation / Initial Study, to receive input from interested members of the community. The issues identified by the commenter were not requested for inclusion in the EIR at that time. In reviewing the issues again, to respond to comments, there is no evidence found that the magnitude of changes anticipated by the commentor would be significant.
2. See response to comments #2 and #3 by the Panoramic Hill Neighborhood Association, p. VI-39.
3. An occupancy higher than 75 percent in an RPP area does not necessarily mean that RPP is being violated. High-density areas have a higher number of permits issued, and those with commercial uses have a high rate of short-term (i.e., less than two-hour) parking. The current method of enforcement is to rotate patrols among all areas to ensure against violators. This should be adequate with the "doughnut" plan. The City will be reviewing the policy decision whether to support a higher level of enforcement.
4. RPP would serve to increase the number of parking spaces available for permitted residents. If an area has street cleaning and does not currently have RPP, but has a problem accommodating cars on street-cleaning days, RPP would serve to improve the situation, not worsen it.
5. Comment noted. See response to comment #10 below. Possibilities do exist in the future for RPP to address problems other than parking congestion, but the immediate need is to address the goals of the RPP Program.
6. The University policy of restricting auto ownership to some students and the RPP Program policy of not differentiating among the various types of residents, thus making unlimited permits available to students, is not necessarily counterproductive. City and UC policies can work together, by both agencies'

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monitoring the sale of permits. The University can use this public record to enforce their auto-possession restrictions, while the City can monitor whether the Program remains within the EIR projections.

Although many of the commentor's suggestions for permit sale restrictions are within overall City Master Plan policies, there are legal problems with having distinctions made on the basis of student status. Similar goals can be accomplished by different, but more equitable, methods. Also see response to comment #10 below.

7. The purpose of counting occupancy rates in existing permit areas during daytime hours was to determine the change in occupancy during the period in which permit parking is in effect (generally starting at 10:00 a.m. and ending at 7:00 p.m.), to examine the effect on occupancies. This would most affect the mid-day period when non-residents (workers and students) are present. Residents, including trapped residents, may technically park any time after 5:00 p.m. without violating permit parking.
8. In estimation of the number of permits purchased by trapped residents from Subarea X1, south of the campus (pp. III-42 to III-43 of Draft EIR), only the number of non-students expected to buy permits was based on past experience with permit parking areas. The number of students living in dormitories, fraternities, sororities, and co-ops was based on the population of these groups in the subarea; car ownership rates taken from student surveys, and numbers of parking spaces provided to students by the University. The two estimates were combined to estimate total trapped residents who would buy permits.
9. It is not expected that the instances of fraud described by the commentor would occur often, and when they would occur, the impact on parking conditions would not be significant. The number of vehicles parked in the RPP area would not necessarily be increased by the number of such individuals because addresses of applicants for permits are checked against addresses of people already issued permits, and the use of an RPP area by an individual who becomes a non-resident during the permit year would last for less than a year.

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10. The comment relates to long-range plans of the University to locate more student housing within walking distance of the campus, and the potential effect that this program would have on parking demand near the campus.

The main University plans for housing additions in the "doughnut" include the Foothills Student Housing Project, the Southside Housing Program, and at least one joint development near Shattuck Avenue. The Foothills Student Housing Project was considered in the Draft EIR short-range impacts section (p. III-19). The Southside Housing Program and joint development programs were reported in the "Draft Long Range Development Opportunities: Central Campus and Peripheral Neighborhoods", written as part of the Campus Long Range Development Plan and dated April 15, 1988, as adding approximately 2,200 beds in the "doughnut". Of the total, 1,100 to 1,300 beds were expected to be added in the Southside Program, in the vicinity of Units I, II, and III. The remaining 700 to 900 beds are expected to be built in unnamed joint ventures or acquisitions.

Preliminary plans for parking additions for these housing projects were also listed in the "Draft Development Opportunities" document. A total of 1,100 to 1,600 spaces are expected to be added with these projects.

In the University's "Draft Parking Strategy", dated April 13, 1988, and also part of the Long Range Development Plan, it is reported that of the added spaces, a minimum of 200 spaces would be provided for 2,000 new Southside beds, and that the bulk of the added and existing Southside spaces would be reassigned from Student Fee Lot or Student Residence Hall spaces to other, non-student spaces. It is assumed that the lost student spaces are intended to be made up by construction of satellite parking facilities and by limitations on bringing automobiles to Berkeley by student residents.

The parking impact of added student residents to the "doughnut", including trapped areas, will depend on the arrangements for accommodating parking demand as projects are planned and built. Specifically, the success of the University in limiting parking demand by restricting automobile possession by residents of dormitories, and in implementing a satellite parking program will have a direct bearing on the impact of added student residents. The City and University can evaluate the performance of the University in accomplishing these goals by monitoring the number of parking

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permits sold, especially to students and to residents who have vehicles registered to addresses outside the RPP area. In addition, the University can use the record of permit sales (a public record) to enforce their auto-possession restrictions on students.

The following mitigation measure is added to p. III-47 of the EIR, prior to the footnotes:

"- The City should monitor the number of permits applied for by residents listing an address in a University housing project and by residents who have vehicles registered to addresses outside the RPP area. If the rate of these permit applications exceeds that projected in the EIR, steps could be taken to revise RPP registration rules to require that a vehicle must have a registration indicating address of residence in the RPP area."

11. The Draft EIR breaks displaced parkers into only four categories and treats each separately, according to the most current available data on mode choice. The comment suggests that this grouping is inadequate to capture the true variety within each group, and that it does not account for arrival times.

To a great extent, the groupings were limited by available data on each group, which does not include information on arrival times, flexibility of work hours, or subcategories within each group (i.e., retail as opposed to office workers, etc.) The absence of this information is not considered serious for the following reasons:

- 1) The estimates of numbers of parkers displaced were based on parking occupancy surveys taken between 10:00 a.m. and 3:00 p.m. Regardless of the arrival time, those displaced by RPP are present in the study area between those hours, whether they are students, faculty, retail employees, restaurant workers, etc. To this extent, the subcategories within each major group are less crucial than they are for a traffic analysis or a full-blown mode choice analysis.
- 2) The starting assumption in estimating how displaced parkers would respond to RPP was that those that could continue to drive and park would drive and park. Since the number of available parking spaces within a reasonable walk is limited, these spaces are likely to fill up early. This phenomenon is observed with student-fee lot spaces (which generally fill up before 9:00 a.m.). This suggests that after RPP, on-street (free) spaces outside the "doughnut", but within walking distance of the CBD or campus, will fill up early. Employees and students arriving later will have to choose other modes, risk not finding a space, or walk longer than 20 minutes to their final destination.

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Since RPP is affecting a limited range of commuters (auto drivers who park between 10:00 a.m. and 7:00 p.m.), and since their response is significantly supply-constrained by availability of spaces outside the "doughnut", it was judged that lack of distinctions within each major category treated in the Draft EIR (i.e., demand factors) was not serious.

12. Satellite (or fringe) parking lots are presented as a mitigation measure at the top of p. III-47 of the Draft EIR and in no way preclude joint effort with the University.



Berkeley TRiP

Commute Store

Transit/Ridesharing/Parking

2033 Center Street

Berkeley, CA 94704

(415) 644-POOL

Gail Murray, Project Manager

July 27, 1988

Policy Steering Committee

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Associated Students of UC

Eunice Valentine
RIDES for Bay Area Commuters

Dorothy Walker
University of California

Andrea Washburn
Community Representative

Sylvia Toth
City of Berkeley
2180 Milvia Street
Berkeley, California 94704

Dear Sylvia:

Berkeley TRiP would like to offer the following comments to the Draft Environmental Impact Report on the City of Berkeley's Residential Permit Parking Program (DEIR/RPP).

Transit

①

Transit is shown as a "probable" mode choice for all displaced parking groups. Yet, the worst-case assumption is that only "50% of these parkers using transit would travel in the p.m. peak hour." An explanation of how this assumption was derived is needed.

②

A conclusion is made that the increase in transit usage "should be able to be accommodated by available capacity..." This conclusion cannot be drawn without some consideration of the demographics of the parkers. That is, transit capacity may exist on routes which do not serve the home origins of displaced parkers. If, for example, the displaced parkers use the eastbound Concord BART line, which is already at 1.15% of capacity, or AC Transit Line 51, which approaches capacity at 82%, then transit will be an unattractive, crowded alternative unable to adequately handle the increases. The DEIR's conclusion does not reflect the fact that AC Transit already has a deficit budget and may not be able to maintain its current service levels without new sources of funding or substantial future fare increases.

Carpooling

③

The DEIR indicates that incentives will be needed to encourage carpooling and recommends an on-street carpool parking program. TRiP supports this recommendation. However, the DEIR should estimate how many people might carpool in order to assess the quantity of spaces needed in on-street zones. If there are 3,180 displaced parkers and 1,110 are expected to switch to transit, what are the expected commute modes of the remaining 2,070? Clearly, the City cannot provide anywhere near

2,070 on-street spaces for carpools. How many will walk or bike? The University currently offers carpoolers discounted parking in faculty/staff fee lot spaces reserved until 10 a.m., and the City offers half-cost parking in City garages. What other incentives might be needed?

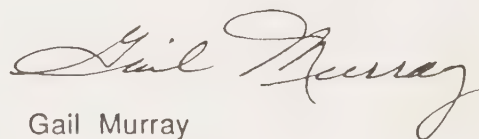
Costs

④ The section on Public Services, which discusses the costs of a RPP program, should identify these additional implementation costs:

1. additional staff needed by TRiP to handle the sale of transit tickets to potentially 1,110 new riders
This cost is identified in the mitigation section as "continued and expanded support to Berkeley TRiP" However, it should also be clearly identified in the Public Services section as a necessary expense of the RPP implementation.
2. additional staff needed by TRiP to register an unidentified number of people for the on-street carpool program
(We believe it is not appropriate for TRiP to perform the companion collection of City fees for this program.)
3. funding for explanatory materials distributed by the City preceding implementation of RPP, particularly if the entire doughnut is put in place at once
4. funding for educational materials distributed by TRiP on commute options available to displaced parkers
A project of this magnitude creates the opportunity to cause permanent vehicle reductions, but commuters must understand what their options are. Good marketing efforts may also diffuse some of the anger that will occur when RPP is implemented.

Thank you for the opportunity to comment on this Draft Environmental Impact Report.

Sincerely,



Gail Murray
Project Manager

RESPONSE TO COMMENTS BY GAIL MURRAY, PROJECT MANAGER, BERKELEY TRiP

1. Not all workers and students arrive and depart during the peak hour. As stated in the first full paragraph on p. III-40 of the Draft EIR, "Trip generation rates for general office buildings are about 0.5 trips per employee during the p.m. peak hour." Rates are not available for universities; however, trips are more dispersed throughout the day than for offices. Therefore, assuming 50 percent of all trips occur during the peak hour is a worst-case assumption.
2. In the transit analysis, worse-case assumptions were used that: (1) all transit riders traveling during the peak hour would be traveling in the peak direction; and (2) 50 percent of displaced parkers switching to transit would travel during the peak hour. With these assumptions, only 30 percent of available capacity would be used by displaced parkers. There is no information available on the location of residences for displaced parkers. The EIR does qualify its conclusion in the last sentence on p. III-40 as follows, "Although this increase should be able to be accommodated by available capacity, peak loadings may result on some routes, especially the Daly City / Richmond BART route."

It should be noted that the eastbound Concord BART line is not "already at 1.15 percent of capacity," but operates at a load factor of 1.15. As explained on p. III-12, load factor is the passenger-to-seat ratio. Acceptable peak load factors on BART are 1.5, leaving an unused capacity of about 1,705 riders on this line. Additionally, AC Transit Line 51 does not "approach capacity at 82 percent", but operates at a load factor of 0.82; acceptable peak load factors on AC Transit are 1.25.

The comments regarding AC Transit's deficit budget are acknowledged; additional funding sources will need to be secured in the future. It is pointed out, however, that, when funding is scarce, AC Transit generally responds to increased service demands by reducing or eliminating service on inefficient or low-ridership lines. Bus lines serving built-up areas are generally more efficient, and with ridership increases on lines serving the Berkeley downtown area forecast as a result of the RPP Program, it is expected that these lines would continue to receive funding.

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3. Table 14 (p. III-36) and text (pp. III-29 to III-40) of the Draft EIR discuss the behavioral response of the displaced parkers. Specifically, of the 2,070 displaced parkers who do not ride transit, 1,340 to 1,600 continue to drive and park outside the "doughnut" area, with 470 to 730 who are left over. The responses of these "left over" displaced parkers were not estimated, but would include (1) driving to a transit stop outside the "doughnut" and riding transit to their final destination, (2) changing their activities so that they do not have to park in the "doughnut" during the restricted hours, or (3) switching to a carpool. If all of the high-estimate, "left over" displaced parkers formed carpools, there would be a need for about 243 new carpool spaces (assuming three-person carpools). Many of these displaced parkers, however, would choose Options (1) and (2) above; therefore, the required number of carpool spaces would be less than the 243 new carpool spaces. The demand for these spaces should be monitored by the City after RPP implementation.
4. The City of Berkeley currently contributes \$77,200 per year to Berkeley TRiP's efforts to provide ridesharing and transit services. During the RPP program implementation period, the City would investigate the need for additional services, or restructured service, required of TRiP, and the net added cost. The City or RPP fees would fund these extra services, as necessary.



CAMPUS PLANNING OFFICE
A & E BUILDING

BERKELEY, CALIFORNIA 94720

July 28, 1988

Planning and Community Development Department
City of Berkeley
2180 Milvia Street
Berkeley, California 94704

Re: Response to Draft Environmental Impact Report, Residential
Permit Parking Program

The Campus Planning Office has reviewed the DEIR for the City of Berkeley Residential Permit Parking Program (RPP) and has the following comments:

1. The DEIR is inadequate without including a study of the impact of the RPP program in relation to the cumulative impact of the downtown plan and the current overall transportation planning of the City.
2. A qualitative evaluation of mode shift without any quantitative evaluation or description of the assumptions used is inadequate. The following issues related to mode shift should be addressed:
 - a. What is the basis for the assumptions on transit use? Why are drivers expected to drive to close-in locations and transfer to transit?
 - b. The tables show BART over capacity at peak hours but significant shifts to BART are anticipated. What is the basis for this expectation? What are data about expected travel times for displaced parkers?
 - c. How will peak hour capacities of specific A/C Transit and BART routes relate to the expected shifts from displaced parkers in various travel corridors?
 - d. How was the expected mode shift for different populations derived? Why is it expected that the University of California campus population will switch to transit primarily while the Central Business District (CBD) population will split among different modes? Past studies of University employees at University Hall - a CBD location - indicated a higher level of transit use than employees at the Berkeley Campus.
 - e. The campus population has a higher proportion of

irregular hour people - faculty and students - than the downtown employed population. How was this considered in relation to mode choice or to expected travel time at non-peak hours?

- f. Distance of residence from work is a major factor in mode choice. How was this considered in evaluating mode shift for different commuter groups?
3. What kinds of trips and how many additional trips are expected to replace commute trips when on-street parking is more available for turn-over use? At what times of day are these trips expected and how will they affect major travel corridors and key intersections.
4. The expected reduction in commute trips to the CBD and to the University should be quantified, including the impact of this reduction on key intersections.
5. Figure 5a indicates more congestion at the intersection of University and Oxford [Level of Service (LOS) F] than at Hearst and Oxford (LOS D.) Is this information consistent with other traffic studies? How will these intersections be impacted by the expected reductions in trips to the University and to the CBD?
6. Peak hour circulation increases caused by drop offs are identified as are reduced trips. These apparently conflicting issues need to be reconciled and quantified.
7. Monitoring to identify possible spill over impacts is identified as a mitigation measure. This is not a mitigation measure itself, but could provide information that would be the basis for specific mitigation measures. The specific mitigation measures should be identified, in addition to possible extension of the RPP area, the method and timing of implementation should be addressed.
8. The rate of auto ownership among students living in University residence halls is much lower than the ownership rate among all students. More specific information on this should be included.
9. The University is planning to restrict parking in campus facilities by students living in existing and new residence halls to reduce the number of vehicles students bring to campus and to use the vacated parking spaces in part to serve commuters who will be displaced by RPP. How will the proposed RPP regulations relate to these actions? What will be the combined impact?
10. The University has proposed to the City a joint project in satellite parking to serve commuters to be implemented in

conjunction with RPP. The DEIR proposes that this be "explored" as a mitigation measure. The mitigation measure should identify whether the City is willing to participate in such a program and what the City's participation will be.

11. A necessary component to successful implementation of RPP will be major educational and marketing efforts to redirect commuters currently parking on-street to other modes and to provide transit and pooling services to new users. Such a program should be identified as a mitigation measure. Specific funding to Berkeley TRiP and to City departments to undertake the program should be identified as a mitigation measure and included as a cost to the project.

The University appreciates the opportunity to comment.



Dorothy A. Walker
Associate Director

DAW/jjs

cc: Chancellor Heyman
Vice Chancellor Boggan
Director Liskamm

RESPONSE TO COMMENTS BY DOROTHY WALKER, ASSOCIATE DIRECTOR, CAMPUS PLANNING OFFICE, UNIVERSITY OF CALIFORNIA, BERKELEY

1. The RPP program is in line with Master Plan policies and those policies in the Draft Downtown Plan, which is currently undergoing review; the Berkeley Downtown Plan is not an adopted plan at this time. RPP implementation, however, is included as part of the Downtown Plan, and the EIR on the Final Downtown Plan will analyze impacts with RPP.

The need for satellite parking, more parking in the downtown area, and alternatives to drive-alone commuting are primarily a product of development in the City, and not necessarily linked to the RPP program. Without RPP, there would be more impacts on neighborhoods and on traffic circulation in Berkeley due to an increase in auto commuting and a decrease in use of transit and other alternative modes (see discussion of RPP ordinance repeal on pp. V-2 and V-3 of the Draft EIR).

2. The main assumption used in predicting the responses of the various user groups displaced by RPP was that whenever possible, people would not change their mode of commute. The population of commuters displaced by RPP are not an even cross-section of all commuters. They are all auto drivers or passengers. The first line of response to RPP, it was assumed, would be to continue to drive and park outside the "doughnut". The main reason that a higher proportion of the University population than the CBD population would switch to transit is that fewer parking spaces are within walking distance of the campus (see Table 15, p. III-37 of the Draft EIR). Since fewer people could continue to drive and park, more would take transit. The total number of people who would switch to transit was based on a sensitivity analysis which included the distance of permit parking from major attractions as discussed on p. III-39 of the Draft EIR. Table 14 of the Draft EIR (p. III-36) shows the number of people who would continue to drive (based on available parking within an acceptable walking distance) and those who would switch to transit (based on the sensitivity analysis mentioned above). This table also shows the number "left over"; these "left overs" would need to find some way to reach their destinations. As a worst-case analysis in determining impacts on transit and spill-over parking, it was assumed that all of these "left-overs" would drive to close-in locations and transfer to transit, although this is not likely to happen.

BART is not over capacity. As shown in Table 16 on p. III-41 of the Draft EIR, there is an unused peak-hour capacity on BART of 1,809 passengers on the three lines serving Berkeley, and RPP would generate about 550 new peak-hour riders on BART. Table 16 also shows an unused peak-hour capacity on AC Transit for 4,312 new riders; RPP would generate 370 new peak-hour riders on AC Transit.

Both comments "e" and "f" relate to specific factors related to mode choice. It is true that flexibility of work or school hours and distance both affect the mode choice decision. Again, it is pointed out that a very select group of travelers is affected by RPP: those travelers who currently drive and park in the "doughnut". The primary factor which RPP affects is the access to parking at the traveler's destination. Displaced parkers face either a walk from a parking space outside the "doughnut" (time and convenience cost), or buying parking inside the "doughnut" (monetary cost). These factors will elicit responses from parkers affected by RPP. To estimate the effects of a permit parking ordinance within 1/4 and 1/2 mile of campus, the Berkeley TRiP Project modified these access variables and estimated the effect on overall transit ridership to the central Berkeley area (see Draft EIR p. III-39). Since any shift to transit would come from displaced parkers, the number of additional transit riders estimated by the TRiP Project were assumed to come from the displaced parkers for the purposes of this analysis. The TRiP Project data included income, household size, numbers of workers in household, auto ownership, and household location. Trip length, then, was included in the estimation of behavioral response.

For the Draft EIR, the main issue related to the time of travel was that of peak-hour transit capacity and whether sufficient transit capacity remained to accommodate the number of transit trips likely to arrive during the a.m. peak and/or leave during the p.m. peak. Since students and faculty have more flexible schedules and are less likely than CBD employees or UCB staff to arrive or depart during peak hours, it was assumed that 50 percent of the 1,100 people switching to transit would commute during the p.m. peak hour.

3. It is not possible to project the number of trips that would be expected to replace commute trips. The post-project occupancies account for these replaced trips since

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they are based on changes in occupancies at existing permit areas. Trips that would replace commute trips are discussed in the first full paragraph on p. III-42 of the Draft EIR. Most of these replacement trips would occur during the mid-day hours.

4. Because the effect of the RPP in the short-term would be a decrease in the number of auto trips to the "doughnut" area, it was assumed that the net effect on key intersections would be to improve the level of service slightly. For this reason, it was determined not to be necessary to individually estimate the effects on each key intersection.
5. The existing p.m. peak-hour level of service (LOS) at the intersection of University Avenue and Oxford Street was incorrectly indicated to be LOS F in Figures 5a and 5b of the Draft EIR; the correct service level is LOS C. See Staff-Initiated Text Changes, p. VI-76, for corrected Figures 5a and 5b.

The levels of service shown in Figures 5a and 5b were provided by the City of Berkeley Department of Public Works and were taken from other traffic studies. As stated on p. III-42 of the Draft EIR, the project would most likely have little effect on altering overall levels of service at intersections.

6. On p. III-42 of the Draft EIR, it is stated that "there may be some peak-hour circulation increases in the downtown area and near the campus involving people who would alter their behavior by being dropped off. These numbers would most likely not result in a significant increase in local traffic." The decrease in circulation from the elimination of people searching for parking would outweigh this increase in circulation from people being dropped off.
7. Inclusion of additional areas as RPP areas is the only feasible mitigation to avoid spillover effects in these areas with implementation of the "doughnut". As stated in the first mitigation on p. III-46 of the Draft EIR, if occupancies in these areas rise, it is recommended that residents of these areas be polled to determine if these areas should be established as RPP areas.
8. In the Winter 1984 "Student Housing and Transportation Survey," it was reported that the auto ownership rate of all students was 45 percent. The rate for all students within 1/2 mile of campus was 21 percent, a figure that would include

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residence halls. For the calculation of the impact of students, who are trapped residents, on surrounding permit areas, a rate of 25 percent was used in the Draft EIR analysis.

9. See response to comments #6 and #10 by Henry Pancoast, pp. VI-19 and VI-21.
10. The last sentence of the first mitigation measure on p. III-47 of the Draft EIR is replaced with the following text:

"The City would work with the University to provide these fringe parking lots and provide a shuttle. The specifics of this joint venture would be worked out between the two parties."

11. See response to comment #4 by Berkeley TRiP, p. VI-27.

PANORAMIC HILL NEIGHBORHOOD ASSOCIATION
P.O. Box 5428
Berkeley, CA 94705

July 27, 1988

Berkeley City Council

Re: Panoramic Hill and the Proposed Residential Permit
Parking Plan

Dear Council Members:

Members of the Panoramic Hill Neighborhood Association urge you to separate Block H of the proposed parking plan into its two distinct components -- the Hill itself and the other area below. Block H, as described in the draft EIR of the plan, combines two vastly different environments, with residents that have very different car usage patterns.

One area, Panoramic Hill, is a steep, densely vegetated, environmentally sensitive area, with several hundred residents, living mostly in single family homes and a few small apartments. It has one narrow access road, which is one lane wide, and is not serviced by public transit.

The other area in Block H is relatively flat and extends from Prospect St., at the base of Panoramic Hill, westward to College Ave. It contains mostly multi-unit housing, University residence halls, apartments, collectives, fraternities and sororities, and is densely populated, largely by students. It has numerous access streets, is generally laid out in the conventional grid pattern, and is serviced by public transit.

According to the draft EIR, residents of this high density area can obtain permits to park on Panoramic Hill, an option likely to happen. Recently, for example, the Council affirmed the granting of two variances to a fraternity on Prospect St. to excuse this group from meeting the requirements for off-street parking, and to allow more people to live in their building than permitted by the zoning ordinance. All 64 of these residents at one address could obtain parking permits and park on Panoramic Hill. If even a modest number of the students in this densely populated area decide to exercise their parking rights on the Hill, the results will be disastrous to the Hill residents, and will substantially threaten their safety.

Mindful of its differences with the high density area adjacent to it in Block H, the Panoramic Hill Neighborhood Association requests a partition of the current Block H area, for the following reasons:

1. The Panoramic Hill area has a population with car usage patterns different from the area next to it.

① The Panoramic Hill population is largely a mixture of working professional people, with some elderly and student residents. The working people use their cars daily to go to their jobs and usually return to their residences by 7:00 PM. The elderly tend to use their cars during the day between peak traffic flows. Students in both areas walk to class on the U.C. campus. They tend to find a place to store their cars during the week and use them on weekends and vacations. Students with cars on the Hill occupy a large percentage of the legal spaces, and usually do not move their cars until the weekends. Commuters to the area during the day also occupy many parking spaces.

Frequently, when the working residents return to the Hill there are no parking spaces, and many are forced to park in the red zones, thereby impeding traffic flow. If additional students from the adjacent area also "warehouse" their cars on the Hill during the week, parking for the residents who must use their cars daily will become impossible.

2. Panoramic Hill already has limited access, a problem that will be worsened by the proposed plan.

② Panoramic Hill has only one access road for the several hundred residents. The road, Panoramic Way, is a winding, one lane street, with very sharp curves. Cars meeting on this road cannot pass one another without one driver's backing down the road or pulling into a convenient driveway. Cars parked legally on this road tend to make passing difficult at best.

Cars parking illegally in the many red zones severely impede access, particularly by service and emergency vehicles -- especially fire engines. Frequently the road gets blocked for up to a half an hour by vehicles that can't negotiate the sharp curves or that are impeded by too many parked cars.

The proposed plan would make this already significant access problem even worse.

3. Panoramic Hill has unique environmental and safety considerations that should be recognized by the plan.

2 Panoramic Hill is a designated environmentally sensitive area with a critical fire hazard status that has been well documented.¹ It has steep slopes, densely covered with trees, shrubs and dry grass, intermixed with residences. It is considered part of the urban-wild land area, with fire dangers similar to those of southern California. Part of the Hill is included in the current U.C. Berkeley Fire Management Plan.

The fire hazards on Panoramic Hill are compounded by difficult vehicular access, which in turn is aggravated by dense and illegal parking. The EIR figure of 107% parking usage -- the highest of any area -- documents the severity of the problem. At times, fire engine companies answering calls must move or tow cars to provide for space and access to fire hydrants.

4. Panoramic Hill has already completed a successful petition to establish a permit district in its area.

3 In the fall of 1987, the Panoramic Hill area submitted a petition, signed by 71% of the residences, in favor of establishing a special permit parking district for the area. Action on the petition was postponed on account of the proposed "donut" plan.

The current plan would leave the area worse off than if no plan were adopted and the Hill's original petition were duly acted upon.

1. List of documents:

1. Memo of Roy Oakes, Direct of Public Works to William Hanley, City Manager, October 20, 1970.
2. The Berkeley Planning Dept.'s Panoramic Hill Area Development and Environmental Study of 1974.
3. Berkeley Zoning Ordinance, Chapter 5B, See the purposes of the Environmental Safety Zone.
4. Zoning policy on home occupations for Panoramic Hill.
5. Evaluation of Fire Problems on Panoramic Hill, Carl Wilson, Fire Specialist, USDA Forest Service, retired, 1985.
6. U.C. Hill Area Fire Management Plan, 1986.

Conclusion

The Panoramic Hill neighborhood has recognized the environmental and safety problems arising from commuters and students using its streets for short and long term parking. It needs its own permit parking area.

The current plan threatens to bring in more cars and cause more traffic problems, exacerbating an already troublesome -- and potentially dangerous -- situation.

The Panoramic Hill Neighborhood Association urges the Council to make a policy decision that is environmentally sound and that will address the unique safety problems of this area -- establishing the Hill as a separate district.

Many thanks for your consideration.

Sincerely,

Ann Slaby
Carroll Williams
Jonathan Dwyer
Patrick Kennedy

cc: Planning Commission
Traffic Engineering Depart.
Planning and Community Development Dept.

RESPONSE TO COMMENTS BY ANN SLABY, CARROLL WILLIAMS, JONATHAN DWYER AND PATRICK KENNEDY, PANORAMIC HILL NEIGHBORHOOD ASSOCIATION

1. As discussed on p. III-5 of the Draft EIR, day/night residency checks were conducted to determine the amount of residency parking. The Panoramic Hill area is part of survey area J (see Figure 4b on p. III-10 of the Draft EIR), which has a midday residency percentage of 52%. Separating the Panoramic Hill area from the rest of Area J yields a 60% midday residency percentage. It is not possible, from the survey information available, to determine if these residents are from the Hill area or the neighborhood below. The comment states that RPP will make parking on-street for residents worse by permitting students who do not park there now to do so if the permit program is established. While a certain number of residents from the neighborhood below Panoramic Hill may currently "warehouse" their cars on streets on the Hill, RPP itself will not make this problem worse. At the present time, no restriction prevents anyone from parking in legal, on-street spaces on the Hill. Requiring a permit to park in the area will not encourage anyone who is not already doing so from parking there. There would not be much short-term parking in the Hill area, since it is removed from commercial uses. Therefore, given the 60% residency factor, RPP would be expected to reduce occupancy levels on the Hill from current levels, with or without a separate RPP zone.
2. The comment states that cars illegally parked in red zones impede access for all vehicles, especially emergency vehicles. The comment also states that this problem will be exacerbated by RPP. RPP itself will not make this situation worse because it will not permit anyone to park on the Hill who is not already allowed to do so. The problem of illegally parked vehicles, while a real concern for residents, was not intended to be addressed by RPP. City statutes cover enforcement of vehicles illegally parked in red zones.
3. Although it is not believed that RPP would worsen the parking situation (and thereby emergency access) in Panoramic Hill, to lessen parking congestion, the City is recommending a separate RPP zone for the Panoramic Hill area.

REGULAR PLANNING COMMISSION MEETING MINUTES

Wednesday, July 27, 1988
7:30 p.m.

North Berkeley Senior Center
1901 Hearst Street

COMMISSIONERS PRESENT: Baptiste, Devaney, Gardiner, Hegarty, Illgen,
Jaramillo, Peterson, Pinkston

COMMISSIONERS ABSENT: Berkowitz

Staff Present: Macris, Kelley, Piccolo

Chairperson Illgen called the meeting to order at 7:45 p.m.

Approval of Minutes

The minutes of the regular meeting of July 13, 1988 were approved with corrected language regarding the Mayor's permit report (all ayes, except Baptiste and Gardiner, who abstained).

Public Comment Period (Open Mike)

Sylvia McLaughlin expressed concerns about CalTrans plans to build a sound wall at Aquatic Park.

Telegraph Avenue Zoning

Principal Planner Gil Kelley presented the staff report. It was MSC (Jaramillo/Pinkston; approved unanimously) to open the public hearing.

Curtis Bray expressed concerns about the University's plans for People's Park.

Edward Hunolt stated he wished to expand his bookstore to the second floor, which would be prohibited under the new rules.

Ken Sarachan stated that his project going before the Board of Adjustments would be jeopardized by the prohibition on second floor retail.

Rebecca Rhine, Telegraph Avenue Merchants Association, urged the Commission to initiate the reclassification immediately.

Bill McNabb stated that developers would not build second story residential.

It was MSC (Hegarty/Gardiner; approved unanimously) to close the public hearing.

It was MSC (Jaramillo/Peterson) to table the matter until the September 14 meeting, to allow a subcommittee consisting of Commissioners Peterson and Pinkston to meet and recommend a possible amendment regarding second floor retail. (Approved 5 - 2 - 1. Yes: Baptiste, Devaney, Jaramillo, Peterson, Pinkston; No: Gardiner, Hegarty; Abstain: Illgen.)

West Berkeley Zoning ("M" District)

Commissioner Illgen absented himself from the room during this item, because of a possible conflict of interest.

Principal Planner Kelley presented the staff report.

It was MSC (Baptiste/Peterson; approved unanimously) to open the public hearing.

John Curl recommended adopting the new regulations to protect craftspeople.

Nancy Genn opposed the proposal and recommended instead a tax credit to rent to artists.

Robert Carlson, representing Kawneer Building tenants, supported the proposal.

Laurie Bright, West Berkeley Area Plan Committee, supported the proposal as a means of protecting cultural diversity.

Don Yost, West Berkeley Area Plan Committee, supported the proposal with the recommended addition from staff.

John Banks, Nexus Institute, urged adoption.

Dennis Cohen supported the proposal.

Tom Genn supported the proposal.

Keith Rosten recommended looking at the other alternatives particularly regarding relocations.

Lynne Turner supported the proposal.

Rick Auerbach, Southwest Berkeley MARS, supported the proposal.

It was MSC (Peterson/Gardiner, approved unanimously) to close the public hearing.

It was MS (Jaramillo/Peterson) to initiate the revised "M" District regulations as recommended by the West Berkeley Area Plan Committee, and to request the Committee to improve the definition of live-work space and look at incentives to rent to artists. A substitute motion (MS Hegarty/ Gardiner) was made, to refer the matter back to the Committee and legal staff for further review, particularly for a better definition of live-work space. The substitute motion failed by a vote of 3-4-1 (Yes: Baptiste, Gardiner, Hegarty; No -Devaney, Jaramillo, Peterson, Pinkston: Abstain none). The main motion failed by a vote of 4-2-1 (Yes: Devaney, Jaramillo, Peterson, Pinkston: No - Baptiste, Hegarty; Abstain - Gardiner).

The Commission took a five-minute recess. Following their return, it was MSC (Gardiner/Devaney; approved unanimously) to adopt the revisions in the "M" District regulations as recommended by the West Berkeley Area Plan Committee, with the revisions recommended by staff, with changes in Section 12.8b pertaining to live-work space, with the provision that both owners and tenants shall attempt to find mutually agreeable accommodations in the event of relocation, with the request for legal review prior to consideration by the Council, and with an expiration date of 15 months, for certain provisions and with review by the Planning Commission after 9 months. This review should include a proposal for better definition of live-work space.

Commissioner Baptiste left at 11:00 p.m.

Interstate 80 Improvements

CalTrans representatives presented the staff report.

There were no speakers for the public hearing.

It was MSC (Pinkston/Peterson; approved unanimously) to endorse the staff recommendation for pedestrian/bike access at Ashby Avenue; to endorse the West Berkeley Area Plan Committee recommendation on the Aquatic Park sound wall, to work with appropriate City groups on its design; to endorse the staff recommendation that the possible future closure of West Frontage Road be used as a design parameter; to support a 20 - foot bike path at University Avenue, with a narrower width at the road crossing for safety; and to determine the legal responsibility for maintaining the Aquatic Park tide gates.

Residential Permit Parking Environmental Impact Report

- ① Commissioners recommended that student parking permits not be allowed for new housing being developed by the University. It was MSC (Devaney/Hegarty; approved unanimously) to support the recommendation of the Panoramic Hill Association regarding permit parking.
- ②

Design Review Ordinance

Commissioners Peterson and Pinkston will meet with staff and report back to the Commission on September 14, 1988.

The Commission authorized Chairperson Illgen to write a letter of condolence to the family of Luis Reyna.

The meeting adjourned at 12:45 a.m.

VI. Comments and Responses on Draft EIR

RESPONSE TO COMMENTS BY CITY OF BERKELEY PLANNING COMMISSION:

1. See response to comments #6 and #10 by Henry Pancoast, pp. VI-19 and VI-21.
2. See response to comments by Panoramic Hill Neighborhood Association, p. VI-39.

Nancy Wilcox
William Grove
2138 Carleton Street
Berkeley, CA 94704

July 28, 1988

Planning and Community Development Department
2180 Milvia Street Berkeley, CA 94704

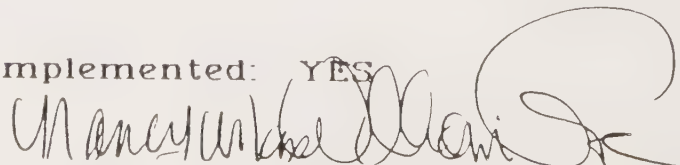
Dear Planning Department Members:

We recently read the draft of the Environmental Impact Report regarding the proposed inactment of the Residential Permit Parking "doughnut" around the University of California and the downtown Berkeley area. Both of us have grown up in Berkeley and in fact were raised respectively in the Willard and LeConte neighborhoods. We currently live in the LeConte neighborhood with our three children and were active in the LeConte neighborhood group for initiating RPP. Nancy is also a Board member of the LeConte Neighborhood Association. We currently live in one of the close in spill over areas. We feel strongly that our neighborhood suffers from the "parking lot syndrome" and that we sorely need to be included in a city wide plan to help alleviate the incredible negative impact that the University has made on our neighborhoods by not limiting student owned automobiles and creating sufficient parking for staff. We are one of the households that experiences the **"Rattling Key Syndrome"** which is when one of us leaves the house in the morning, cruising students (sometimes with bikes in their trunks) and UC staff members hear the keys, come like flies to honey and occasionally fight for the space in front of our house.

The EIR outlines practical and clear mitigations which would essentially promote responsibility on the part of the University and community members if the "doughnut" were implemented. The fact that people will not generally walk more than twenty minutes to their place of destination should in itself be a deterrent to people parking outside of the doughnut area. The city of Berkeley has a responsibility to its community members, old time as well as short term student members, to implement this RPP "doughnut". This may be the first time in history that the city will actually have an impact upon how the University conducts its long term planning and expansion. With the implementation of the entire "doughnut", the University will now have to seriously deal its "own parking problem". Having grown up in the city of Berkeley since the 1950's and having watched the University continuously grow and expand, we are both delighted to "hopefully" see the city take a positive step toward helping neighborhoods adjust to the impact of this growth.

The entire "doughnut" should be implemented: YES

Respectfully,



VI. Comments and Responses on Draft EIR

RESPONSE TO COMMENTS BY NANCY WILCOX AND WILLIAM GROVE, AREA
RESIDENTS

1. Comments noted.

CINERAMA THEATRES INC. OF CALIFORNIA

21 TAMAL VISTA BOULEVARD, SUITE 135 CORTE MADERA, CALIFORNIA 94925 (415) 927-0262

NEAL MEYER
General Manager

July 5, 1988

Edythe Campbell, City Clerk
City of Berkeley
2180 Milvia St.
Berkeley, CA 94704

Re: Residential Parking Program

Dear Ms. Campbell:

CINERAMA Theatres operates two theatres that will be located in your parking permit area -- the BERKELEY and the FINE ARTS. We believe that permit parking would severely impact parking for our patrons. The only parking available is on the street and with the building of the new dorm on the corner of Shattuck and Channing Way, there will be a further impact on parking in the area.

I can appreciate the problem that people in the area have with parking, but the theatres have been there for a long time as well and also are entitled to the use of street parking. I might add that this severely impacts other businesses in the area as well. Both theatres should be kept out of the permit parking zone and remain in the overall downtown area and perhaps a line could be drawn down Dwight Way to Fulton St.

I will attend a public hearing on July 12th to answer any questions you might have.

Attached is a map showing the position of the theatres in the Berkeley areas.

Sincerely,



NEAL MEYER

NM/mb

cc: Community Development Dept.
Mayor & City Council

VI-46

TENTATIVE RPP DISTRICT BOUNDARIES



TENTATIVE RPD DISTRICT BOUNDARIES

REF AND A BOUNDRIES

APPENDIX A: THE PROPERTIES OF THE FUNCTION $\Gamma(\alpha)$

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

RESPONSE TO COMMENTS BY NEAL MEYER, GENERAL MANAGER, CINERAMA
THEATRES, INC. OF CALIFORNIA

1. On-street parking on the city blocks on which the Berkeley and Fine Arts theaters are located is generally controlled by parking meters (some with a one-hour limit). Shattuck Avenue, from Haste Street to Dwight Way, is controlled in that manner, as are 1/4 to 1/3 of the side streets. Under RPP, these blocks would not significantly affect the availability of parking for theater patrons, except potentially weekday daytime moviegoers (seemingly predominantly students). Alternative short-term parking is available within walking distance of the theaters for this affected group at Great Western and Hink's garages. RPP would not be in effect during evening hours and would be in effect on Saturdays only at the request of residents in the RPP areas. Otherwise, Monday to Friday would apply.



ASUC

**OFFICE OF THE
STUDENT ADVOCATE**

307 Eshleman Hall
University of California
Berkeley, California 94720
(415) 642-6912

July 28th, 1988

Planning and Community
Development Department
2180 Milvia Street
Berkeley, CA. 94704

Last November members of the student community came before the Council and urged them to include students in the permit parking study, firm in the belief that there is room to park on the streets for all Berkeley residents. Unanimously the Council agreed to include students.

The DEIR brings good news. The EIR shows that the parking situation around the University can be improved without permanent negative impact upon any neighborhood.

Parking around the university is a messy business. The overlapping jurisdictions of the City and the University create an environment of distrust and finger pointing. The equal treatment of group living students would mark the beginning of a new era. An era of acknowledging and sharing of responsibilities between the City and the University. In a letter to Don Jelinek, Vice Chancellor Dan Boggan pledged his support for a joint parking plan, including the idea of satellite parking to accommodate the commuter students displaced by permit parking.

The EIR is a reasonable one, a compromise. It recognizes the City of Berkeley cannot provide parking for all 61,000 people who show up on campus during the week. But it does show that the city can provide for its own residents, regardless of living situation.

We would, however, like to clarify a few issues raised in the EIR and in the Public Testimony.

Panoramic Hill. The concerns of the Panoramic Hill residents seem well founded. Hopefully, the provision in the DEIR for increased enforcement will correct the problem of illegal parkers who threaten the hill's safety. However, the RPP as indicated by the DEIR would reduce the parking load upon their streets, (it's hard to get worse than 107%).

Equal access. We applaud the underlying assumption of the DEIR; that Berkeley should treat all its residents fairly, allowing all residents to have equal access to parking permits. Furthermore, we are elated that the scientific study shows that such inclusion is feasible.

Policy alternative. We would like to voice our objections to the alternative of imposing permit quotas or ratios upon University affiliated group housing. University officials have assured us that in the face of a non-quota system, the University will not abdicate its responsibility to park as many students as possible. The University *will not* convert residence hall lots to staff or faculty lots and turn students loose upon the city.

The University is exploring ways to discourage people from bringing cars. Included is a potential ban on students in certain residence halls from bringing cars. The details of the plan have not been finalized. This discriminatory move is categorically opposed by both the ASUC and the elected leadership of the residence halls. Because of the uncertain future of this proposal, the City should not use the proposal as a basis for implementing a ratio scheme upon University living groups.

Even if the University *were* to forbid students from bringing their cars, there is not suitable justification to impose a quota upon all University affiliated group housing. Student co-ops, sororities, and fraternities would not be affected by the University's proposal. The city would not be in contradiction of University policy by allowing these residents equal access to parking permits.

Independent of any University policy decision, the DEIR states that even in the worst case, a quota or ratio scheme would not improve the parking situation. As a practical matter, equal access to permits does not undermine the "doughnut" concept and this should be clearly stated.

Thank you for your attention.

Respectfully,

Peter Kennedy
ASUC Student Advocate

Tisa Poe
ASUC Vice President
External Affairs

Susan Miles
ASUC Municipal Lobby

RESPONSE TO COMMENTS BY PETER KENNEDY, TISA POE AND SUSAN MILES, ASUC

1. Comments noted.

July 12, 1988

COMMENTS FROM CITY COUNCIL'S PUBLIC HEARING ON:
RESIDENTIAL PERMIT PARKING

Mayor Hancock: Opening comments regarding three minute limit. Introduces:

Susan Miles

① I'm the Director of the ASUC Municipal Lobby, my current address is 2310 Prospect Street. I encourage the City Council to adopt this EIR for Residential Permit Parking, this EIR shows that the mitigations that the students have asked for are workable. It also treats every resident of Berkeley equally, both student and non student. It essentially treats students living in group living situations such as the co-op's equally. Many of these students call Berkeley their permanent home, and live in the co-op's as permanent addresses. According to the EIR, the permit area will be able to accommodate everyone who desires a permit. These areas will at most be filled to 75% capacity, which I'm told translates to about two empty spaces per block. The EIR is workable and fair, and furthermore there is a six month trial period for this program whereby if it doesn't work, the City Council can revise or repeal it. In light of this I encourage the City Council to adopt the EIR. Which is ...and fair to the residents of Berkeley. Thank you.

Vanessa Ament

② I live at 5270 College Avenue. I'm a student at one of the Seminaries at the Graduate Theological Union in Berkeley, and I moved here a year ago from Los Angeles, so much to my surprise to discover such a horrible parking problem here. I don't know a whole lot about your doughnut area, thats something new that I've been reading about, but my concern is a typical concern of students but its actually more far reaching than that. I think what we have here - the a problem of putting a band aid on a virus and that is - that you have a parking problem that isn't going to go away, and even if you segment areas with permit parking the cars that are here have to go somewhere. Being a commuter myself, I've found it extremely difficult to live in Berkeley. I find it difficult to juggle school and work without a car. I've tried BART and its almost impossible to get a parking space at BART if you get there after 7:30 because of the commuters going to SF on BART. I've tried getting a scooter even though it can gets a little bit dangerous, and that works out some of the times, but on times when you have to dress a little - more differently its not always really appropriate but its one way. I don't bike, most people can't bike, a lot of people can, my concern here is for people who commute who are students and who are workers, and don't live here and so they don't have a promise of a parking place. I know for myself, and I'm pretty ambitious at finding places to park. Typically I have to walk 15 to 20 minutes, and have to park a half a mile if not further from my seminary. And that's if I really figure out the time and the flow of traffic and try to get their at a time thats better for me. And I don't think my situation is unusual. This is becoming a them vs us problem with residents vs commuters, and I don't want

to see that happen. I have driven on a lot of these streets that have these parking permits, and I see a lot of empty parking places. During a time when those places could be used. I think that the residents absolutely have a right to have guarantee parking where they live. But I also think that the people who are coming into work here, who are part of the economy and the students who are part of the economy because, Berkeley is a major college town and the seminaries which are completely overlooked. But thats a major part of what goes on here - need to be thought of as well. I don't know how you are going to solve this problem long term but its not going to go away and its not going to get better just by pushing cars over to another district where you have not regulated it. You have to think of, I think, a far reaching program. Part of the problem I think is that BART needs to build more parking structures, so that there can be more people using BART. But that isn't going to happen immediately, and so I submit that it would be really advantagous for whatever commissions, whatever committees are looking into this to look at a far reaching resolution to this problem rather than simply something that is going to

Tisa Poou

3 I live at 2409 Warring. ...ASUC, and as an elected liaison between UC students and the rest of the world, I am frequently called upon to criticize the act ons of such-and-such a committee or some...body or another and that frequently means city administration. But happily in this instance, I am here to praise your actions. I would like to thank the City Council, because by commissioning this EIR, you have taken the lead in trying to solve this horrendous parking problem in Berkeley, and by including students the EIR has proven that this Residential Permit Parking Plan can provide equally for all the residents in the areas. Tonight there are many students here from different groups including the co-op's the dorms and the ...system, they have different backgrounds and different needs, however, we are united on this issue, we like the plan because it treats students as equal residents. I consider myself a resident of Berkeley, I live here, I pay my taxes here, I vote here, and I have a deep concern for what happens in what I consider my community and I think that the City Council has now acknowledged that. The Plan also confirms and advocates what we expected, that is that there is room enough for all residents including those in large living groups. We are alarmed by the Policy Alternative, which would set quotas on living groups because we feel that there is no need for such quotas. The availability of parking permits is not sufficient motivation for many more students to bring cars. I don't have a car, and its not because I can't afford it, or because I can't get a parking space, its because it just would not be convenient for me personally. In closing, I would like to thank the Council again for commissioning the EIR, it shows the City as a leader in dealing with the issue, and the students are united behind it. We would just hope that you will help us to encourage the University to reciprocate in this effort. Thank you.

David O'Brian

4 I live at 608 San Miguel Avenue in Berkeley. I attended the hearings last fall and just listened and I felt like I learned quite a lot. I was hearing from a lot of the residents in one neighborhood in particular that there was really no place to park. But I walked through their neighborhood yesterday and noticed that essentially every house had access to a garage or something that use to be a garage. At one house the garage was being converted into another facility. I guess the residents were expecting the City to provide them with a guaranteed place to put their car by doing that which is fine, but unfortunately it seems like people are being pitted against each other - thats its become more an issue of money and influence vs equal rights and access. For instance, why the Area D which includes the mansions over near the Claremont Hotel - why was that the first area added when the initial small area south of College was expanded. Thats a mile from the nearest academic building and those residents all had long driveways large areas to park cars if they wanted to. One man at the last hearing said that students should not be allowed to own a car if they lived within one or two blocks of campus, well I guess if you only go to one place thats fine. But the address he gave was about one or two blocks from the area around the Rose Garden and Park where there is always parking available even at the height and peak of a school day where its most crowded. Unfortunantly it seems that peoples interest have been pitted against each other, but I believe this is really an issue of equality. Its easy to condemn the Reagan administration when they go and give exclusive use permits to public property to some of the wealthiest individuals and corporations around, but we are doing the same thing in Berkeley basically. We can declare apartheid illegal and say we hate it over in South Africa, but I heard at the last meeting that students were condemned as a group and commuting students seemed to be some sort of plague on the City. I'd just ask you to follow your conscience and allow everybody to have equal access to the public facilities. Thank you.

Ann Slaby

5 345 Panaramic Way. I've read the Draft EIR and I'd like to point out to you some of the inadequacies in it. The Draft EIR makes an unstated assumption that all environments are equal. And following this assumption, it has combined into one parking area, Area H, two vastly different environments with populations that have very different car usage patterns. Area H combines the most densely populated area of this city, primarily UC affiliated housing with an area with one of the most hazardous fire areas in the Bay Area that is Panaromic Hill. This combination is contrary to common sense and it contradicts the recommendations of studies and policy decisions by both Berkeley and Oakland made over the last 18 years. In case you don't know, Panoramic Hill has only one access road for about 500 residents of Berkeley and Oakland. Driving up Panoramic Way now a day is like driving to SF across the Bay Bridge during morning rush hour. Its normally slow going, but sometimes, and there is no way of predicting when it will happen, the road gets blocked, and you sit there for a half an

hour, an hour, or even two hours waiting for the road to be cleared. According to this EIR, residents of the high density area just below Panoramic Hill can obtain permits to legally park on the hill. For example, you recently affirmed the granting of two variances ...on Prospect, to allow this group to not meet the requirements for off street parking and to let more people live in that building than is allowed by the Zoning Ordinance. All 64 of these residents, at one address could obtain parking permits and park on Panoramic Hill. Panoramic Hill doesn't need any more cars. The neighborhoods environmental hazards and problems due to the substandard vehicular access are extremely well documented. I refer you to 1) a memo by William Hanely, City Manager to Roy Oaks, Director of Public Works, of October 20, 1970; 2) the Berkeley Planning Departments Panoramic Hill Area Development Environmental Studies, 1974; 3) the Berkeley Zoning Ordinance, Chapter 5(b) especially the Purposes of the Environmental Safety Zone; 4) the Zoning Policy on Home Occupation for Panoramic Hill; 5) Carl Wilson's evaluation of fire ...problems on Panoramic Hill, 1985; 6) the UC Area Fire Management Plan, 1986. Panoramic Hill may look beautiful to you, but environmentally it is designed for disaster. The neighborhood needs policy decisions from you that are environmentally sound - that will help alleviate safety problems, and parking is one of them. It needs its own permit parking area. Not one that will most certainly bring in more cars and cause more parking and traffic problems. And possibly be the cause of emergency vehicles not having proper access to residents. Thank you.

Doris Mazlack

265 Panoramic Way. I would just like to reiterate some of the things that Ann Slaby has just said. Because we are this special ESA zone, the only one in the City of Berkeley, we are severely restricted in the way we can use our property, we have to have 9000 sq. ft. instead of 5000 sq. ft. to build a house if we have unbuilt land. We have more requirements for providing parking when we build and that is expensive when we build on the hill, an hour. It doesn't make sense to impose all these things on people who own property on the Hill, incidentally these things are done for the very reason that it is such a dangerous area and its to relieve congestion on the Hill and keep the congestion down. So it doesn't make sense to allow Panoramic Hill to be a parking lot for ...one of the most dense areas in the City. So that unless we have a separate zone we would rather not be included at all because it would do nothing for use except give people a license to to park on the hill. We have already experienced the impact when the other zoning of nearby areas went into effect. The people park higher and higher up the hill and it is very difficult to pass and we do have problems of fire trucks and ambulances coming up this hill that has these very dangerous curves. So since we are this environmental safety Zone I do feel that there should be some special attention given to the problems of Panoramic Hill.

Carroll Williams

89 Oregon Road which is also on Panoramic Hill, its an offshoot of

Panoramic way. I, like the last two speakers urge you to sever Zone H or Area 1, whichever is being referred to, into at least two sections so that a very high density area which is essentially community housing either residential housing for students or sororities and fraternities are not placed in the same category with the residents of Panoramic Hill. I think the zone should be split at least at the foot at the start of Panoramic Way. I think that all of you recognize, Panoramic Way is a one lane narrow, winding street. That area is already 107% ...from the standpoint of parking. What I think will happen, and what is already happening is that people warehouse their cars on Panoramic Hill. Often times you will find cars are parked there for a week. Cars with covers on them. We are in great competition with students who live in the community housing down the hill parking up there, also daytime parkers who work at the University. What happens is a lot of the residents when they get up there around 6 o'clock in the evening can't find a place to park. If you park in the red zone, obviously you are liable for a ticket and properly you should be, because what happens is, because it's a very narrow winding road fire engines cannot get up there without backing and ...at the various curbs. And the cars that are illegally parked, many of them in the red zone, and cars that are really properly parked, impede the movement of traffic, particularly these service vehicles up into that area that is the only street in Berkeley that I know of that is a one lane street, you can't pass on that street. And so I urge you to at least sever that zone, Zone H into those two parts. One part for the community housing residents which extends all the way down to College Avenue. And so I'm asking you to at least make the demarcation point at the foot of Panoramic Way so that the residents there will really have a place to park and the students are not encouraged to warehouse their cars for at least a week up there on Panoramic Way, or on Panoramic Hill. Thank you.

Jane Adams

2701 Virginia. I'd like to urge implementation of preferential parking on as quick a schedule as possible. It seems hard for me to understand why it would take until the end of 89', we've been waiting a long time so one thing I urge it with as quick speed as possible. I do have some comments about changes I would like to see. First of all the maps in the report do not show my neighborhood accurately. They indicate for example Cedar going through to Lavarada, Hilgard going through to Lavarada there is no way a street could go through as though its a right of way. The same thing is true of Highland Avenue going to LaConte, there is a canyon so it doesn't connect and yet the streets do indicate on the map so bare that in mind and I think this has a little bit of relationship to the Panoramic Hill people. The next point is that I really urge the policy alternative that would create one permit per five group residents' of University and I guess I would say University owned property, which I use somewhat carefully that distinction, because a group residential area could really overwhelm a street for example like Highland Place which dead ends before it gets to the canyon and LeConte, it would really not I don't think solve their problems if there were not restrictions on University owned student living.

One other important point I would make is if the Foothill Project goes through as conceived, the University has stated that freshmen may not bring cars unless they appeal for special needs. I think it would be folly to grant new housing owned by the University with permits for any student who wants since the University in trying to help alleviate a neighborhood parking problem had put in their very own report that there would be a very limited parking need for the residents of that proposal. I would also suggest that the Graduate Theological Union be a group that should be responsible for having a ratio of permits for like 1 to 5 because they are another large institution where it seems one might be able to control it better, because again I think everyone in a group living organization could overwhelm a neighborhood. And then finally I would like to mention that carpool permits - I'm very concerned about carpool permits about how those would not be fraudulently obtained and to be sure that whatever procedure was set up was not at extra cost to the City, perhaps employers should lead the way they should have an office to work with people who wish to form carpools for that organization, I know there needs to be a greater way to control that. And finally safety issues in the EIR have not been mentioned I find just as a basic problem driving in my neighborhood particularly in the morning a real safety issue of people cruising around looking its very dangerous, I do not let my 9 year old cross streets at that time of day because of everyone looking for the place. Thank you.

Shaun Salo

1730 LaLoma Avenue on the north side. I'm president of the student Co-op here in Berkeley. I'd like to express my appreciation of the City's efforts to consider all students needs in this Environmental Impact Report. Councilmembers Goldfarb, Jelenik and Weekes include many students and co-op members in their districts. Yours and other Councilmembers support for providing permits for the trapped residents in south side permit areas as well as your continued support for setting no quotas on any student living groups will be greatly appreciated by all students and co-op members. I would therefore like to request the Council to approve the model for permit parking in this Draft EIR, and to adopt these provisions in the final RPP Plan. Thank you Mayor Hancock and all Councilmembers for your time and consideration.

Kevin Lynch

I'm the Vice President at the ...Council at the University of California. I'm here tonight representing the over 3000 students involved with sororities and fraternities on campus and who live primarily in Area 1 on that report. On behalf of them I'd like to say we like the Environmental Impact Report and we praise the groups for including students interests in this thing. I'm speaking tonight in solidarity with the co-op's, with the ASUC and this is often not the case on campus. As you can see this is very important issue that we are speaking about the rights of everybody. While congratulating the reports on the inclusion of student rights, I'd also like to point out our aversion to alternative number for the permit quota

while the program says that a 1 in 5 quota would not leave people out in the dark as far as parking, we just find that this is unfair to the residents there. We're are talking about sorority and fraternity members who are contributing to this community in terms of philanthropy events working with students working with differently abled person programs. These people should not on a random bases be disallowed parking in front of their housing units. So in conclusion, we like the report, we just do not favor either the option or the alternative number for, for the quotas. On behalf of the IFC and the CPA thank you for you interest on this issue.

Barbara Hendrixson

- 1314 Arch. And today you received a petition to include the 1300 block of Arch. I had though that was originally a part of the doughnut because I thought it was one mile, I had clocked it, we were inside of one mile, and I was really quite upset when we found out we werent. So I really do think its a good idea to notify people who are within the one mile who thought they might be in who arent. On page 3 it shows, the law of averages shows our area outside or north of Rose as having 53% parking spaces being used, but you obviously weren't on my block any day when school was in session, we are one block north of Rose, and its a parking lot now, so I hope that you will respond to our petition, and include, and let the other people who think they are in it and aren't know so they can petition you as they will.
- 14 Now I'd like to put on my other had and speak I think I can on behalf of Temple Congregation Bethel which is in the 1400 block. Currently as I understand it, parking is to be Monday through Saturday. There really isn't a problem on Saturdays, and if the parking permits are in effect on Saturday, its going to be awfully hard for people to attend services which last anywhere from 10:30 to 12:30 plus baring Bar Mitzvah which are a weekly occurrence go on until 2 or 3 in the afternoon. Churches don't have this problems because there is no permit parking on Sunday. And I would hope that here, I guess it should be Monday through Friday, because there isn't a real need for it on Saturday whether there is a Synagogue or not, except on football days, and I somewho think we can all weather five days a year having trouble parking in front of our houses us included. So please take into consideration Monday through Friday so that the churches and synagogue can both conduct services and festivities and whatever, and I presume you'll make special arrangements for special holidays so that the congregation can come and get 320 permits for two evenings for two days a year, either that or not. Anyway thank you, please include Arch Street, please include the other people who think they are included, and don't know they are not included.

Candice Sultan

- 16 1481 Lincoln Street. We are in the study area boundary and we would like to opt in. I'm the block captain for our neighborhood and we have been dealing with this issue for quite a long time. We haven't put in petitions because we were told that there was a moratorium on granting petitions and

were encouraged to wait until this process was in fact going on and to evaluate the best way to be to get into the program. I think our main concern is around the quality of neighborhood life that we are experiencing around the BART Station. And we have all day parking from 7:30 - 8 in the morning to something 7 and 8 in the evening. We are basically a middle class family neighborhood with small children and elderly people, and we cannot get in and out of our streets, we can't park near our homes, and there is a tremendous safety issue there. We now have one way streets, we have parking around curbs, and the problem has and is getting worse in the last few years, so the bottom line is we'd like to be in the restricted parking zone. Thank you.

Joyce Komel

- ①7 1410 Lincoln Street. The same area as Candice Sultan, and I have lived there for almost 20 years. Within the last year or so there have been many more cars from the outside come park on our street, and its very difficult to part in front of your own home and so I would be vote for the restricted parking under those circumstances. Thank you very much.

Susie Petser

- ①8 1445 Virginia Street. I live directly across from the North Berkeley Bart Station. I guess it was in the study area, but they said that there werent enough cars on the street, so they did not include it in the recommendation, recommended area. I don't think I like talking in front of this thing... anyhow, its hard for me to believe that they drove down my street, because I can never park in my street, and we really are becoming an overflow parking area for BART and I think the main concern of this thing was for the Downtown area and the Campus but there are also residents in here and I'm really glad the students are happy with this but I haven't heard very many residents come up here and tell you that they really love this thing the way all the students have come up here and told you that they love it, so I think that we should be included in the area that gets permit parking and I think that everybody thats on the edge of this thing is going to have the same problem that we do because there really is a problem with people spilling over and I think that that should be addressed somehow, I don't know how you are going to solve that problem maybe make all of Berkeley permit parking or something but you guys can solve that one. But anyhow I would like to be included in that area I think that somebody should try to part on Virginia Street, or any of those streets across from the BART parking lot you can never park there except on the weekends. Thank you.

Bob Herr

2928 Forest Avenue in the North Elmwood area. I must say having involved in these discussions on permit parking for it seems like well over 2 or 3 years now. Its a real joy to have some very hard factual information of the sort that has been presented and prepared in this EIR I think that the EIR consultants and your Planning Department should really receive high praise for the efforts that they undertook. I think the most interesting thing about this report is that it demonstrates so clearly that preferential parking is right for Berkeley and right for Berkeley's neighborhoods and really for the entire population that live or work here. If you look at page 341 which is a chart, table 16 it demonstrates the great additional capacity that exist on transit lines coming into Berkeley. There are something like 4312 available peak hour transit positions available that are not now being used. In a City which is trying to pride itself on how it moderates sort of the current American cultural scene to create a more enjoyable life, we should do everything we can to cause that under utilization to end and I think that permit parking is going to do that. Secondly I would like to say that I...there is one part of the EIR that I don't quite understand, I don't quite understand where the determination that people would be willing to walk 20 minutes regardless of weather to a destination came from. I don't really think many of the people of the people who are now parking close to campus close to downtown would really walk 20 minutes in the middle of winter to and from a parked vehicle. The point is that the EIR purports to say that there will be an impact upon areas outside the outter ring of the doughnut. I really question whether there will be such an impact I just don't think that that many of those who are now parking in the doughnut will park outside and walk 20 minutes each way everyday, I think they will take transit and there is room for them. As to the matter of the trapped residents in the areas around Sather Gate and an area close to downtown, I think it is entirely appropriate matter that they should be taken care of and I would only suggest that the Planning staff work out a program to distribute them not only among the parking areas but also within them, because otherwise you will find people parking very close to the borders of the trapped area, and congesting that part of the parking zone. If they can be distributed throughout the parking zone, I don't think they will be a problem. Thank you.

Anita Pinch

I live on Scenic Avenue between Rose and Vine. I think history is repeating itself, I've been here I think three times, and I only wanted to bring up the fact that northside really was impacted when you gave permit parking to southside, so I don't know how long thats been. But we, whatever you do in September, remember that we need, the residents need preferential parking particularly in the doughnut area, but we won't get preferential parking if you give permits to commuters and others to park on our streets because thats just going to cancel out the privilege that we might have if we get permit parking. We are residents who live 5 blocks

from campus, we are home owners, we have many renters on our street, and we have many students who have cars. So its not them against us its a mixture. During the regular University year, not now when its very light parking as someone has said that there's lots of parking there just isn't. You cannot find a place to park, our street is narrow and curved and its like a parking lot, cars cannot pass. If you hit going away from our street and you meet someone you have to back up practically a whole block its just impossible to pass anyone and this is a very difficult nightmare situation when you think about emergency vehicles. So what I want to emphasis, and I'm real concerned because most normal people are on vacation and not thinking about things like this, is that we need preferential permit parking as soon as possible we have been waiting about three years and also the University needs to provide more parking areas and shuttle buses from outlying areas. The other thing that disturbs us is that if you do have vanpools who get permits, please don't let them park on small narrow residential streets. Have it so that they will be on outlying areas which are wide. Thank you very much.

Neil Meyer

22 Council and Mayor, I'm the general of Cinaroma Theaters. We operate the Berkeley and the Fine Arts, which is just inside the zone thats being proposed. One of the problems we find is ...Saturday issues, we do run Matinees on Saturdays, we do run them during the summer, and we do run them during the Christmas period when the schools primarily down for the Christmas vacation. If this will severely impact our employees getting parking because all there is on ...Shattuck is metered parking and its very difficult to find parking there now. Most of our employees will have to park on side streets this will knock that ability out and for us to compete, we have the theaters in the downtown area will not be affected, so it really puts a severe handicap on two theaters and I would probably say the Elmwood even though I don't represent it. I would like your consideration and not moving "I" which is that position which it seems to cut up around Shattuck, and rather than cutting that area out, because I don't think its fair for the business people in that whole area which are going to be severely impacted. Thank you.

Greg Doyle

23 I'm the Residents Hall Association Coordinator. We may be known formally as the President's Council. First of all I'd like to point out that I'm a legal concerned citizen of Berkeley California. And that we as students are sometimes, some of the students are transients in that they move on after their years at the University. Others of us stay on here as permanent citizens, as I intend to do. However, as a group, we are continually here and therefore I am speaking not only for the 45 hundred students in Residents Hall but the students who will live in residents halls after than and other students living in living groups right now. Also addressing the question of whether students need cars more or less than any other citizens of the City, I think that its obvious that students

need to work as well and that we have other commitments, for example I work in the North Berkeley hills on Cragmont and there is no transit there, and its impossible to ride a bicycle up that hill, therefore, I would like to thank the City for now beginning to consider us the full citizens that we are, however, I can't say that we are completely with the fact that we are being singled out to have a quota placed upon us as far as permits go. When I first heard of it, it reminded me of the Missouri Compromise where slaves were considered 3/5 of citizens again for random reasons. I think that someone earlier mentioned that many people want address ...street, well the street is just much their's as any other students can afford to live in single family dwellings ... Therefore we need live in group living situations the vast majority of us do. Finally I'd like to also urge as steps. So often times the students are squeezed between the City and the University and in many ways we are the most helpless in the whole situation. We very much want the University to take steps to do all they can to provide adequate parking for students and for faculty staff and we will hopefully be working with you the City to coerce them if necessary to do so. Thank you.

The next comment is from **Bob Polk** but the subject is proposed ...ordinance, but thats not up for public consideration now, if you would like to discuss residential permit parking that would be fine.

(24) Mayor Hancock, Councilmen, Councilladies. I've lived in Berkeley for over 41 years, we've resided on Cedar Street, 2418 for 34 years. It seems to me a little auspicious and to any thinking person, they can clearly see that this is merely a revnue matter. We already have an ordinance in the City of Berkeley that states that no vehicle shall be parked over 72 hours. If we are thinking about giving everybody a fair shake at this, we might consider putting a sticker for each individual on the lower left hand corner of his window. If you were a renter or student there and you did not have this sticker then the 72 ordinance would apply. And I think this could be applied without putting up a bunch of signs, without enriching the towing companies, and without enriching our own pockets. We have 10 commandments, and just like I told the Mayors husband one time and he's a very good chairman on a committee on family, we've got over 10 million laws, and we really don't need anymore. Thank you.

Winston Volli

(25) I live at the corner of Virginia and Arch, we've been having a lot of problem with. I live in Berkeley and I work in Berkeley, and I literally have to walk to work and walk back to my house. If I happen to want to go home during lunch time, I have to walk, and at times I have to do double parking, and it doesn't really feel comfortable. I wrote down my ideas so that I can be quick. I feel, I vote for the restricted parking permit. And I feel that the problem at my corner, really, goes up to 11 o'clock in the evening, because I feel, and this is my own feeling, my wifes and the people that live in my building, is that the people who use the computer center at the University crowd that area. And, so I feel that if we are to

- 26 restrict parking in that area, that the restriction should be up to 11 o'clock in the evening. I also feel that University housing on Hearst and the upper area at Hearst, should not be given a parking permit, since the University has said its students will not be allowed to have cars. The City should not have to provide parking, if the University decided they wouldn't have cars. Another problem is giving parking permits to carpools will probably not work since people can just say that they carpool to get permits. How this problem is going to be resolved, I don't know, but one has to study how that's going to be implemented so that people cannot abuse that idea. Basically people who live in that area have a hard time parking and I live in Berkeley, I work in Berkeley, and I have my family, and those are my thoughts. Thank you very much.

Jerry Laperoff

- I live at 2013 McGee, which is between University Avenue and Addison, and I've lived there for 5 years. From the time I've lived there, I was not able to find parking on my block when returning from work, but since the MAGNA area was established, a block away, what I typically have to do during the summer, because I teach, or come home from work earlier, is park the car in the MAGNA and move it every two hours, which is, there are many residents on my block, there are 10 on street parking spaces that are not designated for commercial uses, and I don't expect that with permit parking that I will be able to park on my block I would be really pleased to not have to move the car every two hours and be able to park on the next street. I just got to look at the EIR tonight for the first time, and I saw a couple of things that I wondered about, one was that in proposing the alternative for no change as one alternative, the EIR seems to indicate that conditions traffic and parking conditions were staying the same. My sense of what going on the stretch of University is that there is a change in the character of commercial enterprise there which is bringing more cars, not just the gourmet restaurants, but the furniture boutiques do tend to bring more cars. One other thing is that some of the commercial activity is stretching into the night, and I wonder if the ...might be considered ...beyond 7 because sometimes the wave of daytime people leave, and then at 7:30 a whole new string come and fill up all the parking spaces on my block and the block going toward Allston Way. So I'm glad to see the doughnut and I would like to see stickers as soon as possible. Thank you.

Sarah Vic

- 29 I live at 66 Panoramic Way and I'll be very brief. I also do not want to see the preferential plan as residents vs commuters or permanent residents vs students; however, the situation on Panoramic Hill is unique, this Area H on this map if not divided up it will not help the people who actually live on Panoramic Hill. What I'd hate to see is people pay for the little sticker permit and then wind up being just as frustrated finding a place as they were before. I realize that if we are granted a separate just for Panoramic Hill, it will only be fair for a City official to check the Hill

and access how many extra spaces there are so that they can hand out a few extra permits, butt I have lived on the Hill since 82', and I can guarantee that there are, on that narrow winding road, there are just a pitiful handful of parking spaces. Thank you.

Gordon Cavanaugh

2440 Stuart Street. After a couple of more years of this, we will be able to chant these speeches in unison, you'll be able to chant with us like a Greek play of somekind. Those who view Berkeley as a parking lot, and those who view Berkeley as a place to live in streets. I'd like to say that I'm in favor of the doughnut plan despite the letter that you received probably today, because it does reduce traffic, it does make less congestion. It makes life generally more pleasant. We can walk on the street without cars roaming around all the time on us. But while we are at it, on the details of this plan, I'd like to point out just a couple of things. The staff has a peculiar perception of reality. It doesn't seem to matter what we say to them, or how many of us say it to them, or for how many years we say it to them, they continue on in a way that doesn't seem to grasp the idea that we who live here are talking about a particular thing that they should be concerned with. Just as two examples, on the program you have area its blank up there, but on your map it shows Area X(1) and for some reason that is made into a trapped residential area.

Which is basically Telegraph to College, and north to Dwight Way. It doesn't have to be trapped, and if thats a trapped area, why isn't the area just adjacent to the west of Telegraph, why isn't that a similar trapped area. So staff thinks of it as a trapped area because there are meters there, even though there are not all meters, and they have a perception that the meters were planted by God rather than by staff, and that those meters could possible come out, I mean why are they there in the first place, we don't particularly need them if we have a doughnut plan and massive transit, and all that stuff. The other perception that I noticed was that Willard is 65% ...the Willard area, 35% open. That's only true from Stuart to Russell Street between Regent and Benvenue, the rest of it north of Derby is ...up. So it was suggested by a couple of neighbors who live north of Derby that what they should do is opt out of the system petition so that they don't have to be a part of permit parking, and they could become trapped residents, and therefore not have to pay any money and fight with the rest of them for what they could get. Thank you.

Peter Kennedy

2150 Channing #22. Last November I spoke before the Council and urged you to include students in the permit parking study. ...there is room on the streets for all Berkeley residents. Unanimously you agreed to include students. You agreed to give group living students a fair shake, and we thank you for that. Two weeks ago the fruit of this agreement became clear the EIR brought good news, terming group living students as equal residents of Berkeley works, and it works well. The EIR shows that the parking situation around the University can be improved without permanent negative

aspects impacts upon any neighborhood. Six month safety valves issue on page 3-4...parking around the University is a messy business deals with a lot of jurisdictions between the City and University sometimes creates unfair mistrust and finger pointing often with students in the middle. This is where equal treatment of group living students is sort of a first step to break that cycle. The letter from Dan Boggan to Councilmember Jelinek in which he pledged his support for a joint parking plan included the idea of a satellite parking to accommodate the commuters students displaced by permit parking. My only reservation with the document because on page 5-7 its policy alternative...exist of establishing quotas for the distribution of permits to group living students. First off ... to this city. Secondly, I'd like to sort of dispell the myth that if we sort grant permits to everybody, everyone is going to come up with a car and sort of flood out of the dorms and fraternities and fill up the place. If there are 64 residents, there won't be 64 cars. There are many variables involved in owning a car, having a place to park it is merely one, I don't a car, males under 25, who...moving violations it costs a great deal to insure myself and I can't afford it. I don't...car. But overall the EIR is a reasonable one its entered as a compromise, it recognizes that the City of Berkeley cannot provide parking for all 61,000 people who show up on campus during the week. But it does show that the City can provide for its own residents regardless of their living situation. Thank you.

Motion to close the public hearing.

Mr. Jelinek

Thank you Mayor. This is a the gentleman who said he feels like he has been working on this for many years and somebody else who said that he could chant the words that have been said. The Council also has been working on this for many years. A couple of years ago I said that this would be known as the permit parking council, because we would come back over and over again, and it has. But finally we have ended anecdotal evidence, and we all have wonderful stories, my favoriate is the person who comes out of the house every day and jingles their keys to attrach all the cars like sharks but then walks to work just to taunt everybody. I think now we have a program that has demonstrated by the survey that has been done that it can work for all the residents in the City. This is a major step since permit parking began piecemeal, and we robbed Willard to pay Bateman and we robbed Elmwood to pay Willard and we just kept spilling over thinking that somehow if we put permit parking in single district, the problem would just go away and of course we'd move to the next one. We all of us knew that the day would come when the permit parking would have to circle so that it would stop interfering and it would begin to be spread out to the under utilized areas. The program is a excellent one and I congratulate the consultants of the EIR, I'm delighted. to hear, is that correct that the Transportation Commission approved this unanimously. Given that the Commission represents the Council which has many spectrum and views thats especially impressive. I think that the parking situation in this City is abominable it has to improve, it won't happen alone by this

permit parking plan, but it can't happen in my opinion without this permit parking plan. Unless we have in addition, accurate, true, and demonstrable enforcement of the plan, we might as well not done it. And so the second stage of this is to make sure that it is appropriately enforced. The student representatives have mentioned the fairness to them, and it is, but they have also mentioned correctly that the University bears a heavy burden in making sure that it works. The City as always cannot do it alone. Unless the University performs its role, this program again will fail, and the student community, we look to you to join us to put pressure on the University to be sure that they play their role in this as well. The six month trail period of course is nothing but fail, this is not perfect, it didn't come to us in a flash, as we were racing across town. It is the best efforts of imperfect people, except for our perfect consultants of course. It will need honing up. We have had some very good recommendations tonight and before I go through some of them, I want to point out how few recommendations there really were. The very positive tone of the people who have spoken here tonight which is far different than other permit parking hearings that we have had. The I'm sure that the consultants will want to look into the issue of the Synagogue who have religious problems involving with the Saturday, I'm sure you are going to want to look into the expanded zones, the movie issue, I never would have thought of. If there is a hazard in Panoramic that has to be examined. By and large I think this is an excellent report, so I more the recommendation of the Manager that we have our Public Hearing on this program in September, and thats to be September 20, and in the interim that staff shall return with response to the comments in the final EIR and final recommendations on the RPP Enabling Ordinance changes with the boundaries and a fee schedule analysis and that the public hearing for the final EIR and proposed implementation plan take place on September 20, 1988.

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"I will second that if you will include the notice requirement."

"Let me think about that while people are talking, I'll."

"Well I'll second that."

"I'll take an absolute second, and let me think about that."

Ms Chandler

Don included the things I was going to ask about in his motion to ask that you look into them. So are you going to come back to us with a response to the issues that were raised in tonights public hearing.

"in the final EIR, yes!"

I'd like to just ask one more question that I asked you last time we had a hearing Sylvia, and that is about the residents who live in the downtown area who are not technically included in a specific permit parking area. "they are considered trapped residents just as the south campus area, so they will be treated as any resident and they will be given permits allocated to the sort of closest adjacent lpermit parking area."

They will or they won't?

"they will."

O.K. Thank you.

Ms Skinner

I also wanted to thank the EIR consultant. I'm pleased because the issues that I was most concerned about which were trapped residents, and treating all residents as equally, that people are residents no matter what their particular status is at any particular time, has been dealt with in this report. ...

35 The only issues that I now or I shouldn't say only, never say only right. The main issues that I have now are thought, is the question about Saturdays, I think we do have to look at that because I think that for much of this area, most of it Saturday really is not an issue, it is not that much shopper parking as it is commuter parking, and I think in many respects people can put up with a Saturday, and we don't really want to hurt our businesses in any area, so I think that we do have to look at that. The other issue I have is the area around the North Berkeley BART Station, and I feel that even if I look at this carefully, the bigger doughnut alternative only goes to Sacramento Street, and it does not include the area around the North Berkeley BART Station, and yet the EIR says explicitly that if even the smaller doughnut area is implemented that more people will use transit. O.K, well If more people use the BART then there is going to be more parking around the BART Station, and I can imagine many people who would - who don't live that far away or don't live next to or near a BART Station would come into - would go to the North Berkeley BART Station and just hop on - get up to the central Berkeley BART and then hop on the Go BART and they'd be on campus. And I think thats a area that we seriously have to look at. I think that its a little bit of a fallacy to look at the issue of 20 minutes walking from downtown or University as if thats the only factor in parking crunch. For the people around that Berkeley BART Station, it is the factor of people who are leaving town. In other words, the parkers - a lot of the parkers are people who come from other areas of Berkeley to use that BART Station, and then park in that neighborhood and leave the town, so it doesn't matter to them whether its 20 - or what the walk is to campus or downtown, and I think we are going to exacerbate that problem when you have people who aren't necessarily going to SF but who are trying to go to Campus or Downtown starting to use that BART Station, so I think that we seriously have to look at that area around the Berkeley Bart Station, it is in the study area, but its not designated even under the bigger doughnut alternative, and that is a concern of mine.

Alan Goldfarb

Well I also want to commend staff and the consultants, I think this is a fine job. I have a few concerns I would like to mention some of which have already been covered, I'll just reiterate a few of them quickly so that you get a sense that other people are concerned about it too. I think that Saturday is not a issue at least not in my district. Many people feel that we would be frustrating people who would want to attend football games and other things at CAL sporting events year around. Definitely commuters are not a problem in our district on Saturday, in fact it would be a problem I think not only for those attending sports events, but those attending religious services on Saturday it would be a real problem trying to find a place to park and so I would suggest you really look at that one closely. Also while we've had a good turn out of the students here, I have to commend Don, he always does his homework here. I think, and I would be delighted if we could show in the fine tuning of this EIR between now and September that we really can accommodate all the students who would like to have cars here, I'd be the first to applaud that because there are a lot of students in my district who are going to watch me very closely on this, but I also want another look at the policy alternative thats mentioned in Section 4 because if the University is saying to the students, we want you to limit bringing your cars, especially to Freshmen and those that would be in a proposed Foothill Housing and we are saying on the other hand its an open season here, bring your cars if you want, don't worry about what the University says if we are giving a double message to the University here, I think we are going to be in trouble on that score but more important people are going to be paying for the opportunity to park, and they want have it. In some parts of this community, not so much my district, but in other districts, I don't have fraternities, and sororities in my district, but I do have a lot of people worried about overflow. If students are encouraged to bring cars, and they don't now bring them because parking is a hassle, so one of the things we might want to consider is assigning at the beginning to the University or the the fraternities sororities system, a percentage based on the number of people who have cars already in the community, or based on a 1 - 4 or 1 - 5 ratio, assigning them the responsibility for policing this thing, and then if it appears that they are still ...for room, then we could phase in ...of those who want to bring in cars not withstanding the University policy, but I don't think we should just go in blindly go into this, and end up in another situation, where we have to think up an alternative to permit parking ...so please take a look at that, and try to fine tune what the traffic will bear. And by the way, I don't include student co-op here because I think they are outside of the Universities system I'm talking about fraternities/sororities and dormitories. Finally a technical point, several people have called me and told me that September 20 which is when we are scheduled to vote on this and when we are going to have another public hearing is a..happens to be a Yum Kipper, its a high holiday for a number of people in the community, if we could possibly have that a week later, or a week earlier, I know that many people have expressed to me that they would appreciate that. Thats all, thank you.

Mayor: "you might be thinking about whether if a week earlier or later would be better."

Mayor: O.K. Mr Jelinek do you want to change and make it a week later.

O.K. make it the 27th.

Mr. Weeks

(39) Thank you Ms. Hancock. Ms. Toth, I just wanted to ask you follow up on many of the speakers from Panoramic Way, I don't know how you could do this with arithmetic if possible, but it would be very nice to know, how many of the automobiles belong to the residents there. Ms. ... said that there are 500 people who lived on the hill. Let's just guess that there were 300 cars, and try to figure out the number of extra automobiles that are there on the average from commuters lets say, or from other residents from nearby areas. And see if you can arrive at some kind of count as to the number of people that would be displaced, if indeed District H were cut off at the base of Panoramic Way as they suggested. And if we knew the number of cars, or had a good guess at it, that would give us some sort of hardship factor to figure out the number of people who would be displaced. And then put your best innovative mind to work to figure out what some of the alternatives of what could happen to those cars, could they be parceled out in other district, could they come down and park in front of my apartment, which is in an area which is unzoned. Thats actually not so far away, you know, if you park pretty far up Panoramic Way its the same kind of walk as walking to South East Berkeley. So I wonder if you would give that some consideration, and give us some alternatives to what you think. I think the Panoramic people have a very good point, both for their sanity and for their safety, it is a unique street, and it deserves an extra amount of consideration, and I certainly think that everybody who lives on that street would appreciate that from them.

Ms. Dean

(40) I would like to echo what Mr. Weeks had to say about Panoramic Hill. I had the pleasure of riding a Fire engine up Panoramic Hill to see if it could go up there and it did go up there, but, it was pretty scary and I think we need to be very careful of that particular district, and what we do to the streets up there. I also would like some real attention paid to the comment that Mr. Goldfarb made that has to do with looking at alternatives in relationship to University of California policies regarding parking. It is a concern to me that we act in concert, and you here back and forth what some of these policies might be. I'm hearing things that they may enact, or they may consider to enact a stricter policy for other living units regarding parking, and cars and things of this nature, and so I want to make sure that we are not doing something that would undo their kind of efforts, because part of the purpose of what we wanted to do here with permit parking had to do with the University and helping them face up to

(41)

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the problems that are caused by the parking and traffic around the campus. I am concerned about the issue of notice, and I'm going to bring it up again, it goes not only for the people around the Berkeley BART Station , but specifically let me point out, if the project area is drawn at Rose Street, right at the very edge of a very busy commercial district, It escapes me that people would not seek then to park, and we are not talking about a 15 minute drive or walk, we are talking about parking on one side of the street as opposed to parking on the other side of the street, and we are going to do a lot of harm if we don't keep that into consideration, and that also goes for around a Jr. High School, if you put the parking permit area right up next to Jr. High School without considering what the impact will be just across the street, it could have a possible bad effect. So I really want to make sure that people know and understand what coming down here. We also heard from the 1300/or 1400 block of Arch, even though they are outside the boundary line, people need to be noticed, and thats why I think Mr. Jelinek we need to send a notice of this action to people who are within this study area, and not just those who are within the proposed permit project area.

"I accept this proposal."

Ms. Wainwright

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I would just like to thank the people who came and participated and also who both staff prepared the report. I guess I have... concerns that I have a number a neighborhood might decide that they want to opt out, they may decide that after being in it for 6 months that its not working for them that they want to opt out, and when they want to consider what the criteria is for opting out what is it going to cost us for opting out, is it going to cost to remove the sign, is it going to cost that neighborhood, there is a permit for parking that cost an amount of money, is it going to cost them again to remove the signs. And those are things that we need to stop and think about.

Toth: thats a good point, actually that we had not thought about.

Mayor: O.K. if there are no other comments, we are ready to vote on Mr. Jelinek's ...amended. I want to join the general congratulations to everyone from the consultant to the citizens who put this together, and agree with things that were flagged by people for a special look, and a report back, and I would also like to thank Mr. Jelinek who I know met for hours with all the concerned parties, people students, neighborhood people whatever, put some of this together. I think that the degree of unanimity and the rather small amount of fine tuning that we are going to have to do as a result of the comments we've heard tonight are a real tribute to the long term interest and perseverance of many people. So all in favor of the motion. Opposed. The motion carries unanimously.

RESPONSE TO COMMENTS AT DRAFT EIR PUBLIC HEARING

1. Comments noted.
2. Comments noted.
3. Comments noted.
4. Comments noted.
5. See response to comments by Panoramic Hill Neighborhood Association, p. VI-39.
6. See response to comments by Panoramic Hill Neighborhood Association, p. VI-39.
7. See response to comments by Panoramic Hill Neighborhood Association, p. VI-39.
8. Comment noted; corrections to map inaccuracies cannot be made at this time.
9. See responses to comments #6 and #10 by Henry Pancoast, pp. VI-19 and VI-20.
10. Comment noted. For information, a procedure for establishing and monitoring carpools is currently used in connection with Berkeley TRiP. It is expected that this same procedure would be used for RPP-carpooling.
11. As stated on p. III-40 of the Draft EIR, the instances of people searching for a parking space in neighborhoods under the RPP program would be shifted to those areas outside the "doughnut" within a 20-minute walking radius from parkers' destinations, resulting in a slight reduction in intensity of traffic and increased safety in RPP areas.
12. Comments noted.
13. Comments noted.
14. Comments noted; the Berkeley City Council has the authority to expand the boundaries of the "doughnut" to include areas within the EIR study area.

VI. Comments and Responses on Draft EIR

15. RPP would be in effect on Saturdays only at the request of residents in the RPP areas. Otherwise, Monday to Friday would apply.
16. See response to comment #14 above.
17. See response to comment #14 above.
18. See response to comment #14 above.
19. As stated on p. III-32 of the Draft EIR, "it has been assumed [underlining added for emphasis] that most students and employees who currently park on-street would be willing to walk up to 20 minutes to their destinations in order to continue to park in free on-street spaces." The 20-minute walking distance was chosen, based on surveys taken in downtown areas which showed that 80 percent of people were willing to walk up to 15 to 20 minutes to park. The 20-minute distance was chosen, as most available parking (after implementation of RPP) would be further from parkers' destination than the 15-minute walking distance. The EIR analysis used a range of 60 to 80 percent of those willing to walk up to 20 minutes from a parking space to their destination.
20. As part of RPP implementation, trapped residents would be assigned to specific blocks within a RPP area for a trial period, after which time necessary adjustments to assigned block or area would be made.
21. Comments noted.
22. See response to written comments by Neal Meyer, General Manager, Cinerama Theatres, Inc. of California, p. VI-48.
23. Comments noted.
24. Comments noted.
25. The purpose of the RPP program, as defined in the enabling ordinance, is to relieve impacts from long-term, non-resident commuter parking in residential

VI. Comments and Responses on Draft EIR

neighborhoods. The provision for RPP restrictions up to 7:00 p.m. is intended to serve this purpose. The success of the RPP program is not likely to be furthered by restricting parking beyond 7:00 p.m.

26. See response to comment #9 above.
27. See response to comment #10 above.
28. See response to comment #25 above.
29. See response to comments by Panoramic Hill Neighborhood Association, p. VI-39.
30. Meters were installed in Area X1 to facilitate turnover parking, to serve the mixed uses such as retail stores in the area, which need short-term parking.
31. It is acknowledged that the occupancy percentage for each proposed RPP area does not represent the occupancy level on each block within the areas, but rather is an average occupancy level for the entire area. Occupancy levels tend to be higher on blocks closer to the university and major arterials that serve commercial establishments, and lower on residential blocks removed from these uses. The presentation of a single occupancy percentage for each RPP area in the analyses was a result of the need for RPP areas of a minimum size to reduce the impact of parking spillover to blocks which currently are at less than 75% occupancy.
32. Comments noted.
33. See response to comment #15 above.
34. See response to comments by Panoramic Hill Neighborhood Association, p. VI-39.
35. See response to comment #15 above.
36. The RPP program, and specifically the "doughnut" proposal, is intended to provide relief for residents from the impacts of long-term, non-resident parking generally generated by the University and downtown uses. This impact generally does not

VI. Comments and Responses on Draft EIR

extend to the BART station areas. As described on p. III-38 of the Draft EIR, however, Subareas X4 and X6 may be affected as displaced parkers may access BART at the North Berkeley and Ashby stations to reach the downtown and University areas. In the future, the City will be investigating possible solutions to the BART parking situation. Also see response to comment #14 above.

37. See response to comment #15 above.
38. See response to comment #9 above.
39. See response to comments by Panoramic Hill Neighborhood Association, p. VI-39.
40. See response to comments by Panoramic Hill Neighborhood Association, p. VI-39.
41. See response to comment #9 above.
42. Every residential unit within the entire study area will be given public notice, and areas within the study area will be posted.
43. The City has assessed the cost impact of a neighborhood's opting out of the RPP Program. The effect depends on the timing of this action: If the neighborhood requests to opt out before the regulatory sign posts and faces are installed, minimal cost would be incurred. If, however, the request were made after sign installation, costs could be high, and potentially higher than what the designation cost would be since there could be added expense to repair the concrete sidewalk area after removal of the sign post. The extent of the program cost as a result of opting out is unknown because it is not known how many areas might choose to opt out, nor are the circumstances of each area (timing of opting out, size of area, etc.).

4. STAFF-INITIATED TEXT CHANGES

1. The fourth sentence of the first full paragraph on p. III-12 of the Draft EIR is revised to read as follows (deletions are bracketed):

"As shown in Figures 5a and 5b, existing service levels are generally acceptable, except at intersections along Dwight Way at [...] Shattuck [...] and Piedmont Avenues, [...] where poor conditions (LOS E or F) exist during the p.m. peak hour./4/"

2. Figures 5a and 5b on pp. III-13 and III-14 of the Draft EIR are replaced by the revised Figures 5a and 5b on the following pages.
3. The first paragraph under 4. Spillover Effect on p. III-32 of the Draft EIR is revised to read as follows (changes are underlined):

"Spillover effects could occur in two ways under the RPP Program: firstly, from implementation of RPP which would result from people parking in areas adjacent to the RPP areas. This would occur to the extent that displaced parkers choose to continue to drive and park in these areas. Secondly, spillover could occur as a result of a neighborhood designated as RPP choosing to opt out of the Program. The areas affected by the first condition, and the degree to which they would be affected have been estimated."

4. The following text is added to the bottom of p. III-38 of the Draft EIR:

"Spillover from the option of residents to opt out of the RPP Program could occur under two circumstances, causing different spillover impacts:

"1. In areas on the fringe of the "doughnut", neighborhoods who are not experiencing spillover to a significant degree may choose to opt out so as to not have to pay the permit fee. Under this circumstance, opting out would not cause an impact.

"2. In areas within the designated "doughnut" area, residents may choose to opt out of the program for reasons of philosophical differences with the program, or if occupancy levels are high even with RPP. This could happen in very dense areas. In these areas, residents who opt out would experience occupancy levels higher than if they remained in the RPP Program. This impact would not be able to be mitigated. If too many areas were to begin to opt out, the entire effectiveness of the program would have to be evaluated.



FIGURE 5b
P.M. PEAK-HOUR INTERSECTION LEVELS OF SERVICE
(SOUTH OF UNIVERSITY AVENUE)

VII. DISTRIBUTION LIST

STATE AGENCIES

California Department of Transportation
District 4
P.O. Box 7310
San Francisco, CA 94120
Attn: Gary F. Adams,
District CEQA Coordinator

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

California Department of Transportation
Planning Office
P.O. Box 942874
Sacramento, CA 94274-0001
Ron Helgeson

California Department of Health
714 P Street, Room 1253
Sacramento, CA 95814
Arlene Chance

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109

Air Resources Board
1102 Q Street
Sacramento, CA 95814
Bob Fletcher

Regional Water Quality Control Board
San Francisco Bay Region
1111 Jackson Street, Room 6000
Oakland, CA 94607

Department of Fish and Game
P.O. Box 47
Yountville, CA 94599
B. Hunter, Regional Manager

California Highway Patrol
Long Range Planning Section
Planning and Analysis Division
P.O. Box 898
Sacramento, CA 95804
Sgt. Jim Weddell

LOCAL AGENCIES

City of Oakland
City Manager
One City Hall Plaza
Oakland, CA 94612

City of Albany
1000 San Pablo Avenue
Albany, CA 94706
Attn: Claudia Cappio

City of Berkeley
2180 Milvia Street
Berkeley, CA 94704
Attn: Transportation Commission Members
City Council Members

GROUPS AND INDIVIDUALS

University of California
Campus Planning Office
300 A&E Building
Berkeley, CA 94720
Attn: Dorothy Walker

University of California
ASUC Municipal Lobby
311 Eshelman Hall
Berkeley, CA 94720
Attn: Andrew R. Swords

Council of Neighborhood Organizations
1056 Overlook Road
Berkeley, CA 94708

McGee Avenue Neighborhood Association
2332 McGee Avenue
Berkeley, CA 94703

Pacific School of Religion
1798 Scenic Avenue
Berkeley, CA 94709
Attn: Carol Voisin

Bateman Neighborhood Association
2415 Woolsey Street
Berkeley, CA 94705
Attn: Roger Rappaport

East Bay Bicycle Coalition
4116 Adeline
Emeryville, CA 94608
Attn: Richard Krebs

Golden Bear Area
2003 Delaware
Berkeley, CA 94709
Attn: Kate Obenaur

Panoramic Hill Association
11 Panoramic Way
Berkeley, CA 94704
Attn: Patrick Kennedy

Elmwood
2928 Forest
Berkeley, CA 94704
Attn: Bob Herr

LeConte Neighborhood
2317A Ward Street
Berkeley CA 94705
Attn: Jaime Millican

Berkeley Chamber of Commerce
1834 University Avenue
Berkeley, CA 94703
Attn: Jeff Casey

Berkeley TRiP
2033 Center Street
Berkeley, CA 94704
Attn: Gail Murray

North Berkeley Neighborhood Council
2022 Francisco Street
Berkeley, CA 94703

LeConte Neighborhood Association
P.O. Box 3275
Berkeley, CA 94703

Graduate Theological Union
2485 LeConte Avenue
Berkeley, CA 94709
Attn: Ross F. Hidy, Director

North Berkeley BART Area
1481 Lincoln Street
Berkeley, CA 94702
Attn: Candace Sultan

Willard Neighborhood
2440 Stuart
Berkeley, CA 94705
Attn: Gordon Cavana

MAGNA
1823 Addison
Berkeley, CA 94703
Marilyn Ziebarth

Area C Extension
2219 Jefferson Street
Berkeley, CA 94703
Attn: Walter Blake

CENA
220 Tunnel Road
Berkeley, CA 94705
Attn: Bob Holtzapple

VIII. EIR AUTHORS AND PERSONS CONSULTED

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Report Consultants

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TRANSPORTATION CONSULTANTS

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Berkeley Chamber of Commerce

Jeff Casey

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North Berkeley Senior Center

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BART

Marty Birkenthal
Dale Fausel

Berkeley TRiP

Gail Murray

AC Transit

Peter S. Tannen

IX. APPENDICES

A. INITIAL STUDY

B. VEHICULAR LEVEL OF SERVICE DESCRIPTIONS



City of Berkeley



Planning and Community
Development Department
Current Planning Division
Martin Luther King, Jr.
Civic Center Building
2180 Milvia Street
Berkeley, California 94704
Telecommunications Device for the Deaf (415) 644-6915

(415) 644-6570

E N V I R O N M E N T A L I N I T I A L S T U D Y *

I. General Information

Project title (if any) and address or Assessor's block and parcel number(s):

Residential Permit Parking Program

Use permit application number and date submitted (if any): N/A

Date environmental information form submitted: N/A

Applicant's name, address and telephone number:

City of Berkeley Department of Public Works
2180 Milvia Street
Berkeley, CA 94704

Attn: Brian Lee (415) 644-6506

II. Description of Attachments

☒ Environmental checklist and discussion (Lead Agency)

☐ Environmental information form (Applicant)

☐ Use permit or other application (Applicant)

☐ Correspondence or memoranda: _____

☐ Mitigation measures

☐ Other: _____

III. Determination

On the basis of the attached initial evaluation, I find:

☐ That the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ That although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

☒ That the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

April 1, 1988
DATE

IX-1

LOIS JONES
Environmental Review Officer

ENVIRONMENTAL INITIAL STUDY - CHECKLIST
(To be completed by Lead Agency)

Project: Residential Permit Address: N/A Applic. #: N/A
Parking Program

Impact Rating:

*Impact described in the attached evaluation

*Y - Yes, clear potential for significant, adverse impact

*M - Maybe, possibility of significant, adverse impact

N - No, no potential for significant, adverse impact

1. Earth - Will the proposal result in:

a. Unstable earth conditions or in

changes in geologic substructures? N

b. Disruptions, displacements, com-

paction or overcovering of the soil? N

c. Change in topography or ground

surface relief features? N

d. The destruction, covering or

modification of any unique geologic

or physical features? N

e. Any increase in wind or water

erosion of soils, either on or off

the site? N

f. Changes in deposition or erosion

of beach sands, or changes in siltation,

deposition or erosion which

may modify the channel of a river or

stream or the bed of the ocean or

any bay, inlet or lake? N

g. Exposure of people or property

to geologic hazards such as earth-

quakes, landslides, mudslides,

ground failure or similar hazards? N

2. Air - Will the proposal result in:

a. Substantial air emissions or

deterioration of ambient air quality? *M

b. The creation of objectionable

odors? N

c. Alteration of air movement,

moisture or temperature, or any

change in climate, either locally

or regionally? N

3. Water - Will the proposal result in:

a. Changes in currents, or the course

or direction of water movements, in

either marine or fresh waters? N

b. Changes in absorption rates,

drainage patterns, or the rate and

amount of surface water runoff? N

c. Alterations to the course or

flow of flood waters? N

d. Change in the amount of surface

water in any water body? N

e. Discharge into surface waters, or

in any alteration of surface water

quality, including but not limited to

temperature, dissolved oxygen or

turbidity? N

f. Alteration of the direction or

rate of flow of ground waters? N

g. Change in the quantity of ground

waters, either through direct addi-

tions or withdrawals, or through

interception of an aquifer by cuts

or excavations? N

h. Substantial reduction in the

amount of water otherwise available

for public water supplies? N

i. Exposure of people or property

to water related hazards such as

flooding or tidal waves? N

b. Reduction of the numbers of any

unique, rare or endangered species

of plants? N

c. Introduction of new species of

plants into an area, or in a barrier

to the normal replenishment of

existing species? N

d. Reduction in acreage of any

agricultural crop? N

5. Animal Life - Will the proposal result in:

a. Change in the diversity of species,

or numbers of any species of animals? N

b. Reduction of the numbers of any

unique, rare or endangered species

of animals? N

c. Introduction of new species of

animals into an area, or result in a

barrier to the migration or movement

of animals? N

d. Deterioration to existing fish

or wildlife habitat? N

6. Noise - Will the proposal result in:

a. Increases in existing noise levels? *M

b. Exposure of people to severe

noise levels? N

7. Light and Glare - Will the proposal

produce new light or glare? N

8. Land Use - Will the proposal result in

a substantial alteration of the pre-

sent or planned land use of an area? N

9. Natural Resources - Will the proposal

result in:

a. Increase in the rate of use of any

natural resources? N

b. Substantial depletion of any non-

renewable natural resource? N

10. Risk of Upset - Does the proposal in-

volve a risk of an explosion or the

release of hazardous substances (in-

cluding oil, pesticides, chemicals or

radiation) in the event of an acci-

dent or upset conditions? N

11. Population - Will the proposal alter

the location, distribution, density,

or growth rate of the human popula-

tion of an area? N

12. Housing - Will the proposal affect

existing housing or housing demand? N

13. Transportation/Circulation - Will

the proposal result in:

a. Generation of substantial addi-

tional vehicular movement? N

b. Effects on existing parking

facilities, or demand for new parking? *Y

c. Substantial impact upon existing

transportation systems? *M

d. Alterations to present patterns

of circulation or movement of people

and/or goods? *M

e. Alterations to waterborne, rail

or air traffic? N

4. Plant Life - Will the proposal result in:

a. Change in the diversity of species,

or number of any species of plant? N

Environmental Initial Study Checklist (Continued)

- f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? *M
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:
- a. Fire protection? N
 - b. Police protection? N
 - c. Schools? N
 - d. Parks or other recreational facilities? N
 - e. Maintenance of public facilities, including roads? N
 - f. Other governmental services? *M
15. Energy. Will the proposal result in:
- a. Use of substantial amounts of fuel or energy? N
 - b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? N
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:
- a. Power or natural gas? N
 - b. Communications systems? N
 - c. Water? N
 - d. Sewer or septic tanks? N
 - e. Storm water drainage? N
 - f. Solid waste and disposal? N
17. Human Health. Will the proposal result in:
- a. Creation of any health hazard or potential health hazard (excluding mental health)? N
 - b. Exposure of people to potential health hazards? N
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? N
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? N
20. Archeological/Historical. Will the proposal result in an alteration of a significant archeological or historical site, structure, object or building? N
21. Mandatory Findings of Significance.
- (a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? N
 - b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) N
 - c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) N
 - d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? N

Date: April 1, 1988

EVALUATION OF POTENTIAL IMPACTS

2a. AIR, and 6a. NOISE There exists the possibility of very localized changes in air quality and noise if circulation patterns change substantially.

13. b,c,d,f TRANSPORTATION/CIRCULATION The primary adverse environmental effect of implementing the RPP Program is, potentially, localized increases in parking demand on streets not within the designated RPP Areas ("Spillover Effect"). Designation may also cause changes in traffic patterns, intersection levels of service, and possibly, pedestrian safety. There is also the potential for increases in public transit ridership, particularly during the peak commute times. Finally, there may be adverse consequences for persons or institutions with special parking needs, such as disabled persons, the elderly, business operators, residents "trapped" in Non-RPP areas with existing time-limited parking surrounded by RPP areas, etc.

14f. PUBLIC SERVICES Implementation of a comprehensive RPP Program will demand City services, such as installation of signs, issuance of permits, and enforcement.

TABLE B-1: VEHICULAR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS

Level of Service	Description	Volume/Capacity (v/c) Ratio/a/
A	Level of Service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. No vehicles wait longer than one red traffic signal indication. The traffic operation can generally be described as excellent.	0.00–0.60
B	Level of Service B describes a condition where the approach to an intersection is occasionally fully utilized and some delays may be encountered. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can generally be described as very good.	0.61–0.70
C	Level of Service C describes a condition where the approach to an intersection is often fully utilized and back-ups may occur behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. The driver occasionally may have to wait more than one red traffic signal indication. The traffic operation can generally be described as good.	0.71–0.80
D	Level of Service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. However, there are enough signal cycles with lower demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operation can generally be described as fair.	0.81–0.90
E	Capacity occurs at Level of Service E. It represents the most vehicles that any particular intersection can accommodate. At capacity there may be long queues of vehicles waiting up-stream of the intersection and vehicles may be delayed up to several signal cycles. The traffic operation can generally be described as poor.	0.91–1.00
F	Level of Service F represents a jammed condition. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity.	1.01+

/a/ Capacity is defined as Level of Service E.

SOURCE: Environmental Science Associates, Inc. from Transportation Research Circular No. 212, Transportation Research Board, 1980.

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